



The One for the Road

Freewheeling

NUMBER EIGHTEEN \$2.00 JANUARY/FEBRUARY/MARCH 1983

Summer Touring Issue

Road Tests: 3 Touring Bikes & the Mountain Bike

Lightweight Touring - Getting Started

Sydney to the Gong Tour Pics

Registered by Australia Post - Publication No. NBH 2266.



RIDING HIGH WITH REPCO

Model 2783/12R



69cm wheels

SUPERLITE CHROME MOLY 12 SPEED

Equipped with: 730 chrome moly frame, alloy Dia Compe side pull brakes with safety levers, alloy stem, alloy handlebar with cloth tape, brazed on cable stoppers, racing chime bell, Sugino cotterless aero alloy cranks, nickelplated chain, racing padded saddle, Suntour Seven 12 speed gears, Italian Nisi alloy wheels with front quick release hub, gumwall tyres, steel reflector pedals, safety reflectors.

Colours:

Beige with Dark Brown, Sky Blue with Dark Blue.

Available in two frame sizes:

Model 2781/12R frame size 53cm

Model 2783/12R frame size 58cm.

Model 2770/12R



69cm wheels

LE MANS 12 SPEED

Equipped with: 755 Hi Tensile frame, Alloy Dia Compe brakes with safety levers, alloy stem, handlebar with cloth tape, brazed on cable stopper, racing chime bell, Sugino cotterless Aero alloy cranks, vinyl racing saddle, Suntour 12 speed alloy gears, alloy stand, quick release front hub, gumwall tyres, steel reflector pedals, safety reflectors.

Colours:

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Available in three different frame sizes:

Model 2765/12R 53cm frame size

Model 2760/12R 58cm frame size

Model 2770/12R 63cm frame size.

REPCO

Available from all leading Cycle Dealers.

Freewheeling

NUMBER EIGHTEEN JANUARY/FEBRUARY/MARCH 1983



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Cover photo: A spectacular section along the route on the *Freewheeling* Sydney to the Gong Tour. Photography: Warren Salomon. Photo this page: Two riders on the Gong Tour enjoying the tranquility of Lady Carrington Drive unaware that a huge marsupial awaits them around the next corner. Photography: Ric Bolzan.

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Freewheeling READER'S CLASSIFIEDS

Listed below are just some of the headings offered in the new *Freewheeling* readers classifieds. Rates are as follows (Note price reduction from last issue) \$6 per 25 words or less. \$0.10 for each additional word. Payment with order please.

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COMPANIONS WANTED

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Simon, Ian and Owen Salkin. The publisher of *Freewheeling* would like to contact one or all of these people regarding a touring article sent in early in 1981. Your letter did not include a return address. I require your permission to include this useful research in a Touring Service package. Contact Warren Salomon Box K26 Haymarket NSW 2000. Phone: (02) 264 8544.

Your advertisement will be seen by over 12,000 readers, their friends and fellow cyclists nationwide. For details of full list of headings write to Classified Ad. Dept. *Freewheeling* Box K26 Haymarket 2000.

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The Num-Bum Protector. A sheepskin bicycle seat cover. Suits standard and racing saddles. Comfortable, durable, washable. \$15.50 plus \$1.50 for post and packing. Money back if not satisfied. Send cheque or money order to C & N Locker, The Travellers Rest, Cooma NSW 2630.

Lightweight Camping Equipment. Paddy Pallin's famous tents, sleeping bags etc. Write for FREE brochure to Paddy's Mail Order (Bike Dept.), P.O. Box K511, Haymarket N.S.W. 2000.

Freewheeling is now accepting classified advertisements from Australian Bicycle dealers. Your advertisement will be read by our 12000 readers nationwide. Ideal for Mail Order dealers as well.

Rates: Per issue 25 words or less \$6.25. \$0.20 for each additional word. Minimum 4 issues. Six issues 15% discount. Payment in advance with order. Deadlines: April/May issue, 11 March; June/July, 6 May; August/September, 8 July; October/November, 9 September; December/January, 18 November.

Mail to Classified Ad Dept. *Freewheeling* BOX K26, HAYMARKET 2000.

National Bike Events Calendar



FEBRUARY

6 Feb Sunday MT KOSCIUSKO. Pedal Power ACT's annual ride to the top of Australia takes place in the month most likely to be clear (i.e. not snowing). Ride starts at Sawpit Creek camping area and returns there afterwards. Considered by Pedal Power to be a hard ride. Make sure you have good gears. Ride contact Bill Inabinet (062) 91 8382 (H).

APRIL

Easter 1983 - April 1 - 4 TOSH. The first annual Australian Cycle Trails Tour of the Southern Highlands (TOSH) will be run between Sydney (Wallacia/Penrith) and Canberra over the four days of Easter 1983. Support vehicles will be available and catering for breakfast and evening meal provided along the route. The ride is strictly limited to 50 riders only and registration is essential. Cost \$59 per person \$50 concession. Registrations close Friday 18th March. Send for entry forms to ACT P.O. Box 57 Broadway NSW 2007. Route taken will be the Southern Cross and Snowy Mountains trails from Penrith to Canberra city. Canberra-Sydney rail fare included in the fee. Enquiries (02) 264 8544 or (062) 95 7253. See ACT section of this issue for further details.

NOVEMBER

20 Nov Sunday. The date for this years *Freewheeling* Sydney to the Gong Bicycle Tour. Entry forms in June/July issue onwards. Entries close Friday 4 November.

How to Advertise in this Calendar

The *Freewheeling* National Bike Events Calendar entries are available free to any private or public group wishing to advertise a tour being organized for the general public. Unfortunately, we are not able to list tours for club members only but will mention the important work of clubs in the magazine from time to time and as well publish lists of contacts.

You can notify us of your events by writing to *Freewheeling* National Bike Events Calendar Box K26 Haymarket NSW 2000, or by phoning Warren Salomon on (02) 264-8544. Deadlines are: April/May issue, 11 March; June/July, 6 May; August/September, 8 July; October/November, 9 September;

New Products and Ideas



Adjustable Sealed Bearing Assembly

The popularity of cotterless cranks has magnified the problem of unstable chainline, which is caused by the wear of the crank arm against the spindle taper.

To deal with this problem Suntour has designed a bottom bracket which can be shifted within the bottom bracket shell, thereby assuring a perfect chain align-

ment throughout the life of the crank arms.

In addition to providing the perfect chainline, the new bottom bracket assembly features double-sealed bearings, with both the positioning cups and the bearings being sealed.

The bottom bracket is available in steel or alloy as a

Alloy Front Rack

From the innovative Jim Blackburn Company comes a

new design adjustable alloy front rack. The AF1 replaces the older FR1 design and has a sliding stainless steel strap which fixes to the brake fixing bolt and allows the rack to sit level. The rack comes with recessed hex key type bolts and is made of air craft type aluminium.



Modular Panniers

New from France is the range of Bernad Hinault touring bags. A feature of these bags is the add on modular system which allows compartments to be added to the tops of the front rear end handle bar bags. The bags are constructed in nylon fabric and have thick plastic sewn inside reinforcements and a spring type fixing system. These will be surveyed in *Freewheeling* later this year.

Calypso Cycles

PROUD TO BRING YOU...

Gemini TOURING

FROM OUR CHECKLIST OF MANY QUALITY CUSTOM TOURING CYCLES, COMES GEMINI

Frame	:Touring angles, double butted steel-alloy (mangaloy). Six sizes, two colours.
Brakes	:Shimano Tourney quick release.
Saddle	:Anatomic Elina.
Seatpost	:Light alloy.
Handlebars	:Alps Randoneur, alloy 42cm.
Handlebar stem	:Shimano CELC sensor. Liquid crystal display of time, distance and speed.
Gear Levers	:Dura Ace handle bar end.
Pedals	:Shimano Deore, 9/16 thread.
Chainwheel	:Sugino Pro-6 (interchangeable with cyclotouriste)
Derailleurs	:Shimano Deore
Cluster	:5 speed, 13-16-20-24-28.
Hubs	:Low flange Shimano bolt type, alloy.
Spokes	:14 gauge
Rims	:Alloy Ukai 27x1 1/4 or 27x1 1/8.
Tyres	:IRC 27x1 1/4 touring tyre.
Weight	:(approximate) 25.9 lbs. for 23" frame



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New Products and Ideas



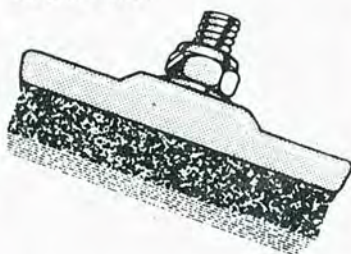
Sealed Pulleys

Along with recent developments in sealed bearing bicycle components, local manufacturer A.W. Roberts has improved his sealed bearing bicycle pulley design. The pulley wheels are available for Shimano or SunTour derailleurs and feature tough steel pulley wheels to give long life and more precise shifting.



Rear Vision

Close in behind the release of the successful brake lever mounting rear vision mirror comes the Cat Eye version with a different mounting configuration. The big difference is that this mirror replaces a handle bar and plug and mounts down low on the handle bar end. The mirror can be mounted on either drop style or upright type handle bars.



Leather Brake Blocks

The Fibrax Raincheater is a new generation leather type brake block which give steel

rims similar wet weather stopping capacity to alloy rims. The SH300R is similar in construction and performance to the Raincheck blocks mentioned in this column last issue.

Quality Baby Seats

From the USA company

Troxel comes a range of quality plastic child carriers. The models available are the Troxel No 1 Baby Seat and the Pac 2. The latter model is unique in that it doubles as pannier bag set and child seat. The unit includes a cushioned pad and heavy



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This is one of the world's great adventures. Join us as we meander through rural China, meeting the local people and visiting areas well away from standard tourist itineraries.

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PARRAMATTA: 61 Macquarie St. (02) 633 3746 **HOBART:** 32 Criterion St. (002) 310777

Write for free catalogue to:

PADDY'S MAIL ORDER Box K511 Haymarket NSW 2000

New Products and Ideas

woven seat belt which folds up to form a child seat. When the unit is not used for carrying kids it doubles as a secure cargo compartment which can be locked when the bicycle is parked.



Japanese Low Riders

If you have ever passed a heavily laden Japanese touring cyclist on their way around Australia you will be aware that the standard touring rig for that country is different to our own. From

the Narga company comes a new range of low rider style of carriers similar but not the same as the domestic Japanese racks. The racks are available in front and rear versions and are constructed from alloy material and come complete with all fittings and bolts.

Reynolds 501

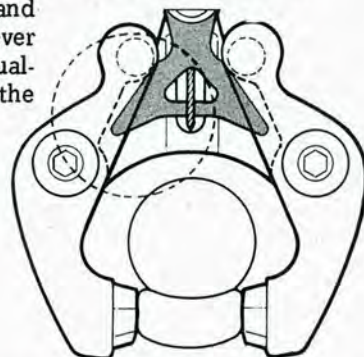
Destined to be as widely used as the famous 531 Manganese Molybdenum tubing, the new Chrome moly 501 tubing range has just been announced by the Reynolds company of England.

Aero Brakes

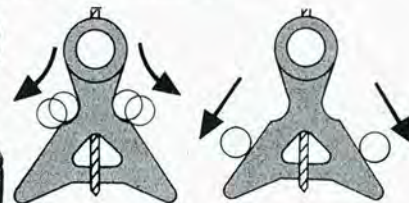
The Shimano Ace and 600AX series brakes feature new mechanics as well as shape to decrease wind resistance. The brakes are modified centre pull design with a cam device instead of the usual cable bridge. The triangular Para-Pul cam has a special

stepped contour which reduces the take up of the pads onto the rim surface. This has the effect of reducing the lever take up as well and means that most of the lever stroke can be used for actually applying pressure to the

rim. The brake pads are manufactured from a similar substance as the renowned Dura Ace EX Brake blocks.



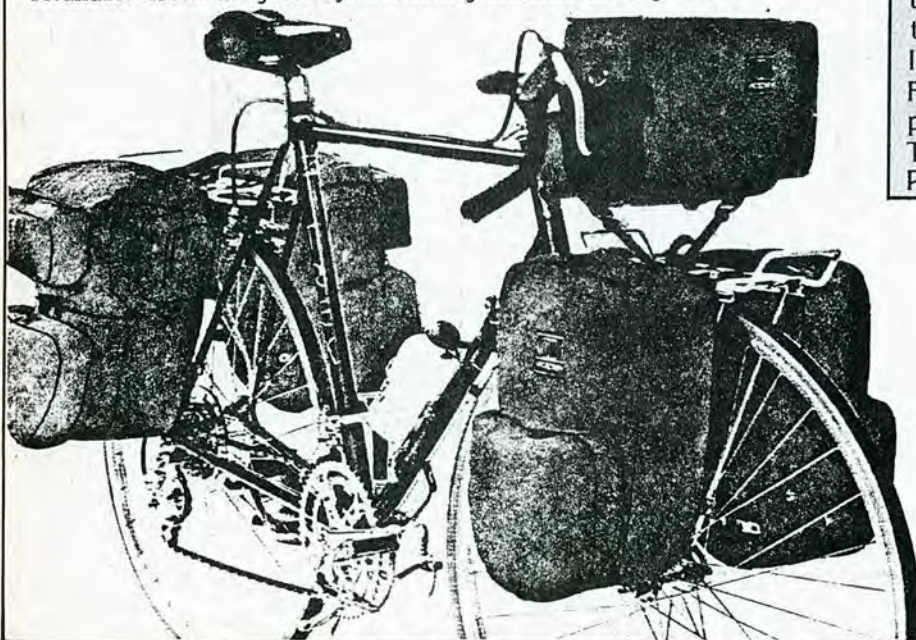
Because of the triangular carrier arch's quick transmission mechanism, the quick release mechanism is unnecessary.



Arch quick response mechanism with specially designed triangular carrier.

Eclipse Bags Now available in Australia

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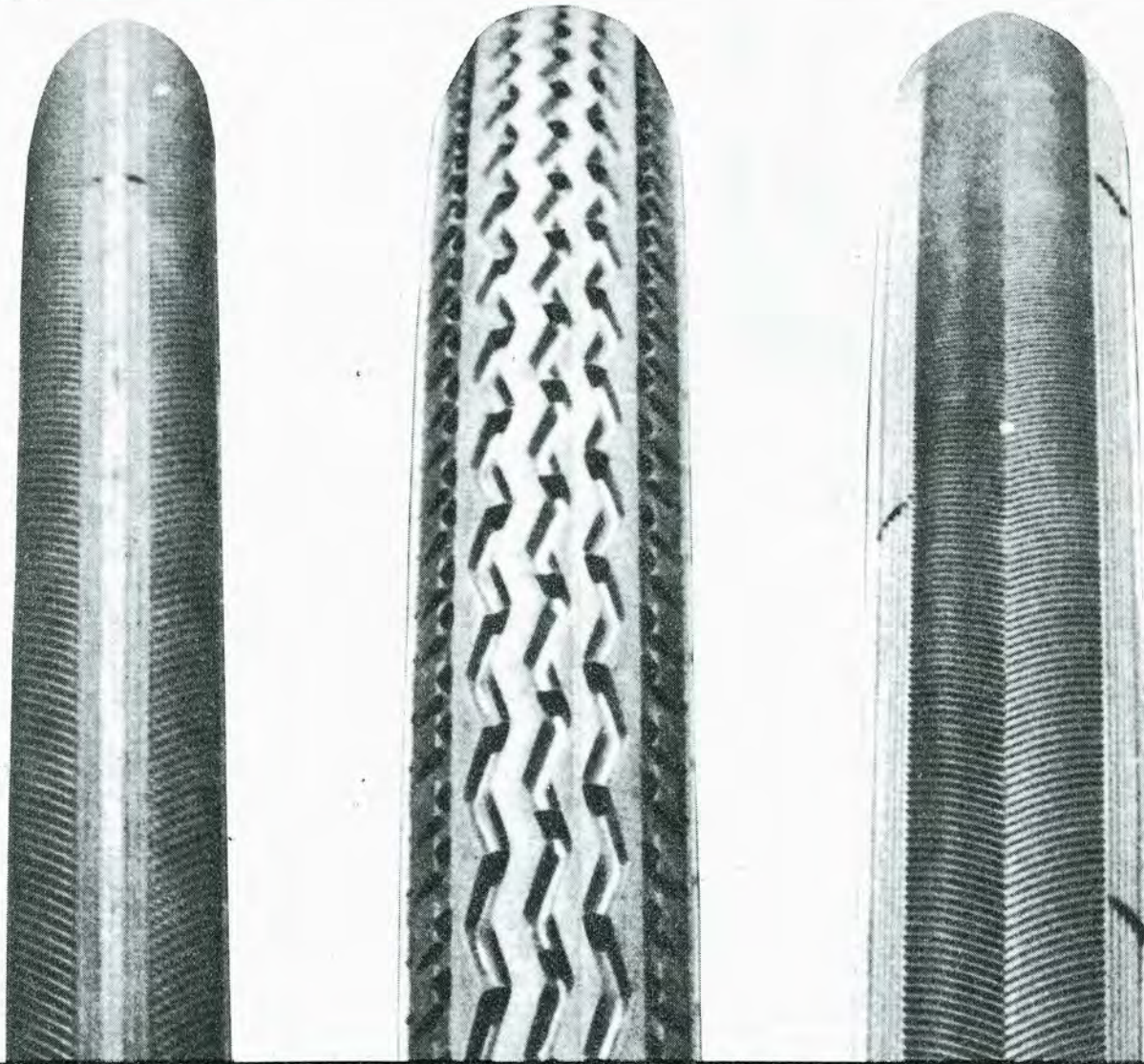


Three strong reasons to buy Michelin

First the BIB TS White Sidewall. A 95 psi 240 gram smooth riding lightweight tyre with performance to spare. In fact it even folds up for easy storage. Because of its unique fold up design, this tyre must be fitted to a hook edged modular type rim. Available in 700c x 20 and 27 x 1".

Second the SPORTS Gum sidewall 475 gram. This tough touring tyre is renowned the world over. Sure grip comes from the zig zag tread pattern. A tyre with plenty of comfort for long distances too. 27 x 1½ size 70 psi.

And of course here is the Chevron FIFTY Gum sidewall 370 gram. A tyre to combine both speed and comfort. This is a 90 psi tyre with five Chevron pattern tread to give effortless high speed riding. Available in 27 x 1½ size to fit most rims.



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Araya Mountain Bike

A few issues ago we heralded the arrival of the off-road bicycle in this country. At the time we were able to review a few heavy-weight machines called cruisers and said that the light-weights were on the way. Over the past few months Warren Salomon has been testing the first of these machines to go on sale locally: Here is his test report.

In a country with many thousands of kilometres of rough gravel roads one can only wonder why only now the true off-road light-weight bicycle has arrived. Our thanks in the case of the Araya mountain bike should go not to those intrepid early Australian bicycle travellers but to the Californian wizz-kids of the 1970's who first developed the clunker bike out of the heavy balloon tyred US roadster. The Japanese, ever ready to sense a new market have rushed into the field and presto: no fewer than six different models rolling off the assembly lines and into containers bound for the lucrative US market. Not that the Mountain Bike will set the world on fire, but to the North Americans this new bicycle type offers the one bright spot in a generally depressed economic environment.

To test the Araya Mountain Bike I chose contrasting riding environments

ranging from a day tour over mostly sealed roads to the loose sand and gravel conditions of a Hawkesbury Region firetrail. Unfortunately the hair raising descents and rough riding conditions of the Californian Repack Hill (400 metre drop over 3.2 km of road) were not available here at present. Hopefully, future Aussie mountain bike owners will find such a trail if it does exist.

This type of riding I should say at the outset calls for a special kind of riding style. To effectively ride the steep rough descents over broken and loose terrain one has to remain out of the saddle and shift one's body as far back as possible. For longer rides over conventional roads the Araya handled as a good touring machine should, though high pressures were needed in the tyres to keep rolling resistance to a minimum.

The model tested came without a

rack and no testing was done carrying pannier bags. In most riding conditions the bike handled well, though the steering still felt sudden in spite of the flatter frame angles and 55mm fork rake.

Gearing ratios fitted were a little on the high side for this type of bike. A low gear of 1:1 would be a more useful modification. Gear shifting was made easy and enjoyable by the use of the SunTour thumb-shifters. These were mounted on the wide alloy handlebars and could be shifted easily with very little change of hand grip position. I was so impressed by this arrangement that I predict that thumb-shifters and different handlebar and brake lever configurations will become more common equipment on general touring type bikes over the next few years.

Brake levers were nylon dog-leg MX type and in conjunction with the cantilever brakes gave a very secure feel to the bike's stopping ability. The brakes worked very efficiently on the smooth wall 26x1.75 alloy rims.

Gear shifting was also smooth and effortless contrasting with the present worn out arrangement on my own touring bike.

The twelve speed gearing could be better substituted with simple 15 speed combination using triple front chainwheels to give lower, more manageable gearing for rugged mountain use. This is only a small detail and as the bicycle design is only in its infancy we should in future see many different gearing configurations fitted to newer models in pursuit of improved performance.

The only negative detail which came out of the test concerned that age old cause of complaint – the pedals. The Araya came fitted with standard KKT Alloy/steel BMX pedals which soon developed an irritating click. The quality of the pedals was below that of the rest of the equipment so in order that a uniform level of quality be established I would suggest that these be substituted for a better set before taking delivery. This of course will add to the \$750 price tag.

While the price may seem high to some it represents very good value in quality and performance. The lightweight components and frame put this bicycle in a class occupied at present by good custom built touring and racing machines. The bicycle tested weighed just over 12.5 kg.

In riding this bike over an extended period many exciting possible uses came to mind. Australians are aware of the rough nature of their road system and the mountain bike should satisfy a lot of future needs.

ARAYA MOUNTAIN BIKE

Imported by General Accessories P/L
Suggested Retail Price: \$750

Size: 56cm

Bike as supplied. No racks or fittings.

Frame: Tange Moto cross Plain Gauge tubing. Lugless construction. Brazed on equipment: Brake cable stops; 1 set bidon mounts; downtube cable stops; cable guides on B/B shell; cantilever

brake mounts; rear brake cable stop. Eyelets on dropouts and fork tips to take rack. Tange levin headset. SunTour QR Seat Bolt.

Head tube angle	69°
Seat tube angle	71°
Bottom bracket height	307mm
Fork rake	55mm
Wheel base	1078mm
Chain stay	460mm

Transmission

Chainwheel set: Sugino Pro dynamic 6 Alloy cotterless 170mm cranks. Chain: DID-L narrow chrome/black. Derailleurs: SunTour Road VX Front, SunTour Cyclone GT Rear.

Freewheel: SunTour New Winner Ultra 6.

Gear levers: SunTour Thumbshifters. Rims: Araya 26 x 1.75 Alloy.

Hubs: Sunshine Gyromaster Alloy BMX, Solid axle, small flange.

Spokes: 14 gauge 3 cross spoking pattern.

Tyres: 26 x 2.125 IRC Racer x 1 Skinwall Knobbly tread 40-50 psi, Schrader valves.

Equipment

Pedals: KKT lightning BMX Alloy/steel. No toe clip.

Brakes: DiaCompe Cantilever. OGK Nylon motorcross brake levers. (Dog leg style lever).

Handlebars: Nitto X-Wide Allrounder 670mm, Sponge grips.

Handlebar stem: Nitto Pearl 8 80mm reach.

Gearing

	48	36
13	99.7	x
15	86.4	64.8
17	76.2	57.2
21	61.7	46.3
26	49.8	37.4
32	x	30.4

Gemini 15speed Touring

For anyone new to the world of bicycle touring the choice of a new bicycle to start out on can be a bewildering proposition. Up until now the market place has been badly informed on the type of touring bike best suited for day and long distance use. Some bicycles have been sold which are so unsuitable that I am sure a lot of people have been turned off the activity by the initial bad experience.

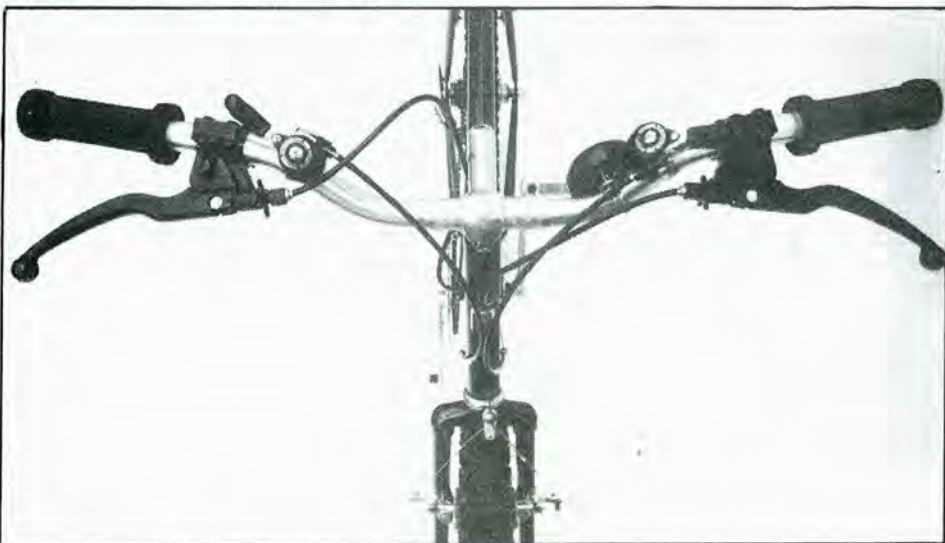
A welcome addition to the small but growing line up of true touring bicycles is the Gemini 15 speed Touring Bike. This bicycle is very competitively priced and is without a doubt an ideal beginner's bicycle.

The choice of gearing and componentry also makes this bicycle a good choice for replacement of an existing street bicycle with a true touring machine.

In testing this bicycle I rode over both hilly and undulating terrain with a small amount of gravel roads to check handling. In all the bicycle performed well. The ride was comfortable and had the 'feel' of a long distance bicycle: the 72° angles and 55mm fork rake giving slightly sluggish handling. This counts in favour of the bike in my estimation as long distance riding requires a bike that steers itself as well as requiring very little energy to keep it going.

The gearing system provided some interesting combinations. This consisted of Shimano Deore front and rear derailleurs controlled by Shimano bar end levers. Unfortunately, the gears did not shift as well with the Bar End levers as with Deore down tube levers. This is because the Centron mechanism which Shimano fits to its Deore gears doesn't work properly when other levers are substituted. The gearing on the Gemini shifts as with any other standard 15 speed and the lack of Centron is only a minor detail. The Shimano Bar End controls give superior shifting to other brands available and offer convenience and ease in shifting position.

The wheels came fitted with 27 x 1¼ touring tread tyres on wide smooth wall alloy rims. Hubs were alloy bolt up type. The front hub included the small sensor unit for the Shimano CELC handlebar stem mounted digital electronic speedo-



Front on view of the handlebar mounted equipment on the Araya. Note the dog-leg brake levers, thumb shifters and sponge grips.

Freewheeling Tests Three Triple Tourers



Above: The riders eye view of the Gemini 15 showing the Shimano CELC Handlebar Stem.
Below: The Gemini 15 Speed.

meter. Having used many types of speedometers over the years for touring route research, I can only praise the makers for the addition of this piece of equipment. A speedo adds a necessary dimension to touring. Where you are and how long it took to get there are now functions built into the bicycle.

On the debit side there were only two areas on which I could fault this bicycle and both could be fixed by a dealer. The first concerns the new type Shimano platform pedal. The model I tested came fitted with toe clips fitted to an angle bracket on the underside of the pedal. This bracket has a nasty tendency to bend when the pedal is stood on in the upside down position. The result of this is that the toe clip bends down squashing the foot space and renders the clips ineffective. At first I thought that this was a bad design fault on the part of Shimano. After consulting their technical manual and studying the design carefully I found that if the clips were fitted through the inside of the pedal then the problem would be eliminated — which it was. The pedals themselves work well and their platform design permits them to be used with very wide shoe sizes.

The other problem concerned the brakes or rather the blocks. The Shimano Tourney brakes are adequate considering the overall price but tend to be a bit spongy. I have never been a lover of Shimano's standard chevron



pattern brake pads and I blame them for the screeching noises I experienced after first taking delivery, and slow braking performance.

Both of these problems are minor and should be able to be remedied by the dealer within the usual warranty period.

The mangalloy frame provided adequate clearance for mudguard fittings. No racks or mudguards are fitted to the standard model. The anatomic saddle is similar to other Japanese versions of the anatomic designs popularised by Italian manufacturers and for my posterior was a little on the firm side. Most men will find this saddle adequate. Women will need to have a female version fitted.

GEMINI 15 Speed Touring

Suggested Retail Price:

Sizes: 49, 53, 56, 58, 61 and 64 cm.
Size tested: 58cm.

Frame: Tange 2001 Mangalloy lugged construction. Cast dropouts and fork tips, brazed on B/B cable guides, eyelets on dropouts and fork tips to take racks. Tange MA60 headset.

Hex key seat bolt.
Head tube angle 72°
Seat tube angle 72°
Bottom bracket height 285mm
Fork rake 55mm
Wheel base 1050mm
Chain stay 445mm

Transmission

Chainwheel Set: Sugino Prodynamic 6.
Alloy cotterless 170mm cranks.
Chain: IZUMI Chrome/Black.
Derailleurs: Shimano Deore/Front, Shimano Deore GS rear.
Freewheel: Atom five speed standard black.
Gear levers: Shimano Dura Ace Bar-end lever controls.

Wheels

Rim: UKAI Smooth wall 27 x 1 1/4 25mm wide.
Hubs: Front Shimano CELC Alloy Small flange, solid axle, Rear Shimano small flange alloy.
Spokes: 14 gauge 3 cross spoking pattern.
Tyres: IRC Guaranty Roadster, 27 x 1 1/4 touring pattern tread, Gum wall 60 psi, Schrader valves.

Equipment

Pedals: Shimano Adamas full fit alloy, KKT leather covered toe clips. Leather straps.
Brakes: Shimano Alloy Tourney Side pull with Synpull mechanism.
Brake levers: Shimano alloy with rubber hoods.
Handlebars: Alps Randonneur Alloy Cloth tape.
Handlebar Stem: Shimano CELC Alloy stem incorporating liquid crystal digital read out giving functions of distance, speed and elapsed time 80mm reach.
Saddle Pillar: Alloy straight (post-type)
Saddle: Elina Super Pro Anatomic (colour matched) Steel seat clamp.

Gearing

	48	44	32
13	99.7	91.4	x
16	81.0	79.2	x
20	64.8	59.4	43.2
24	x	49.5	36.0
28	x	42.4	30.9

Imported by: Gemini Bicycle Retail Group.



Shogun 2001

One of my earliest and most successful alloy touring derailleurs was the Shimano Crane GS. Needless to say I was disappointed when I found out one day that it was no longer made.

Shimano had apparently vacated the touring market to its aggressive competitors, notably SunTour and Huret.

Now Shimano is back into touring with a vengeance. This is no more apparent than on the Shogun 2001 the first of a new wave of touring bikes from Japan.

It should be noted at this stage that this design of bicycle is very much in the North American light-weight mould. As anyone who has toured in either Europe or even Japan will know, the type of touring machine used in those countries conforms more to the French ideal of a touring bike,

usually running 26 x 1 3/8 balloon tyres and low, low mounting pannier bags.

The Shogun like its US counterparts is built for speedy short and medium distance touring. Its 1 1/8 high pressure tyres and 73° frame angles give it a very snappy feel.

In order to see for myself if this combination would work for longer periods in the saddle, I took the Shogun for a fully loaded three day tour over a mixture of road surface conditions including a sizeable 500 metre climb and descent.

Over all the bike performed well with the exception of the 1 1/8 tyres which were as expected a bit light for the load I was carrying. The Shogun and gear weighed in at 35kg at the start of the trip and though I experienced three punctures on the journey it was not exactly the fault of the tyres. The problem as it turns out was one that would be understood by users of modular rims. The beautiful Araya Aero rims like most modular type rims have recesses which accommodate the spoke nuts. The Shogun came fitted with light rubber rim tape which was pushed by the expanding air of the tube down into the spoke nut recess as the rim was heated during a prolonged descent. Eventually the tube ruptured. The nett result was a rather deformed rim tape and the worry of how to continue the journey without the problem cropping up again. This was temporarily fixed by fitting PVC adhesive electrical tape (from my bike repair kit) over the deformed rim tape. The problem has since been eliminated by fitting thick adhesive cloth rim tape and is recommended to all users of modular rims.

Apart from the tyre problems the bike performed superbly. On the road with front and rear panniers fitted, it steered smoothly and belied my previous appraisal that this was a snappy short distance bike. (Admittedly the front panniers did wonders for dampening the steering).

Compared to my own long distance touring bicycle's performance the real problem with the Shogun was holding it back to the pace of my tour companions. Undoubtedly light weight touring has waited for such a machine for the words to hold meaning.

So back to the Shimano touring gear. The Shogun comes fully equipped with the new Deore series gears. This features a new design crankset and pedals along with gear ensemble featuring the Centron mechanism. Fortunately for Shimano's engineers this ends up as a practical advantage and not just more hype. The mechanism is a self-centering device which automatically allows for the over-shift



The clean brazed on rack fittings are a nice touch on a well designed bike. Note the Araya Aero rims.

which is necessary when shifting derailleur gears. I found gear shifting as a result a very smooth operation with at the most a smooth 'clunk' sound as the chain moved onto its correct cog.

The Deore pedals initially gave a few problems with toe clip fitting. The bike came set up with the clips fitted to a rather crude angle bracket on the underside of the pedal. When the pedal was stood on the wrong way up the bracket and the toe clip tended to bend down reducing the cap between the pedal top and the clip. The end result of this was to make it almost impossible to place my foot fully into the clip and pedal. The problem was overcome by fitting the clip through the pedal. (The Shimano catalogue also recommended this as an *alternate* fitting arrangement.)

The Deore pedals were comfortable to ride especially with wide soled shoes. These pedals are one of the widest platform pedals on the market and differ from the usual pedals in that the bearings are located at the crank. The nett result is that they hand vertically and are easier to insert your foot after taking off.

The other plus for the Shogun 2001 was the smooth braking provided by the 600 EX brakes, brake pads and the new Araya Aero modular rims. These tended to generate a lot of heat on long descents but it is hard to tell whether this was abnormal. The triangular section design makes these rims very strong. On previous

occasions I have found the 600 EX brakes to have a slightly spongy feel but on the Shogun they worked well and provided effortless stopping power. The rims should also accept 1 1/4 tyres without problem.

A complete touring bike should come fitted with racks and the Shogun has welded alloy racks fitted front and rear. These are a Japanese copy of a popular US design. Mudguards were also fitted and at the end of my test still refused to rattle. Only time will tell, I guess. The bike tested came fitted with a colour co-ordinated plastic high pressure pump embossed with the Shogun logo. Though it looked a fine addition to this bike it was no comparison to my own Alloy HP Zefal pump.

In all the Shogun is a well thought out light-weight touring bike which will perform well over longer distances. In its price bracket it compares well to custom built machines some \$250 dearer. The frame particularly is well finished and for once in an imported mass produced bicycle approaches the quality of local hand-made frames.

SHOGUN 2001

Suggested Retail Price: \$615

Sizes: 50 to 68 cm in 20 cm intervals.

Size tested: 58cm. Huret oddometer non standard equipment fitted only to test bike.

Frame: Tange Mangalloy Butted tubing, lugged construction. Cast drop-outs and fork tips, brazed on fittings: Top tube cable guides; one set of bidon mounts. Rear drop outs have double eyelets and axle positioning

screws. Fork tips have double eyelets. Cast fork crown Tange Nova headset. Recessed Hex key seat bolt.

Head tube angle 73°
Seat tube angle 73°
Bottom bracket height 284mm
Fork rate 57mm
Wheel base 1025mm
Chain stay 445mm

Transmission

Chainwheel set: Shimano Deore Alloy cotterless 170mm cranks.
Chain: Shimano Uniglide Gold.
Derailleurs: Deore Front and rear.
Rear GS derailleur has Centron mechanism.
Freewheel: Shimano Cassette free hub 6 speed standard spacings.
Gear levers: Shimano Deore (Centron)
Down tube mounting.

Wheels

Rims: Araya Alloy Aero 27 x 1 1/8 - 1 1/4 2W.
Hubs: Shimano 600 AX Small flange with quick release.
Spokes: 15 gauge 3 cross spoking pattern.
Tyres: 27 x 1 1/8 Shogun Skinwall 95 psi Road tread. Schrader Valve.

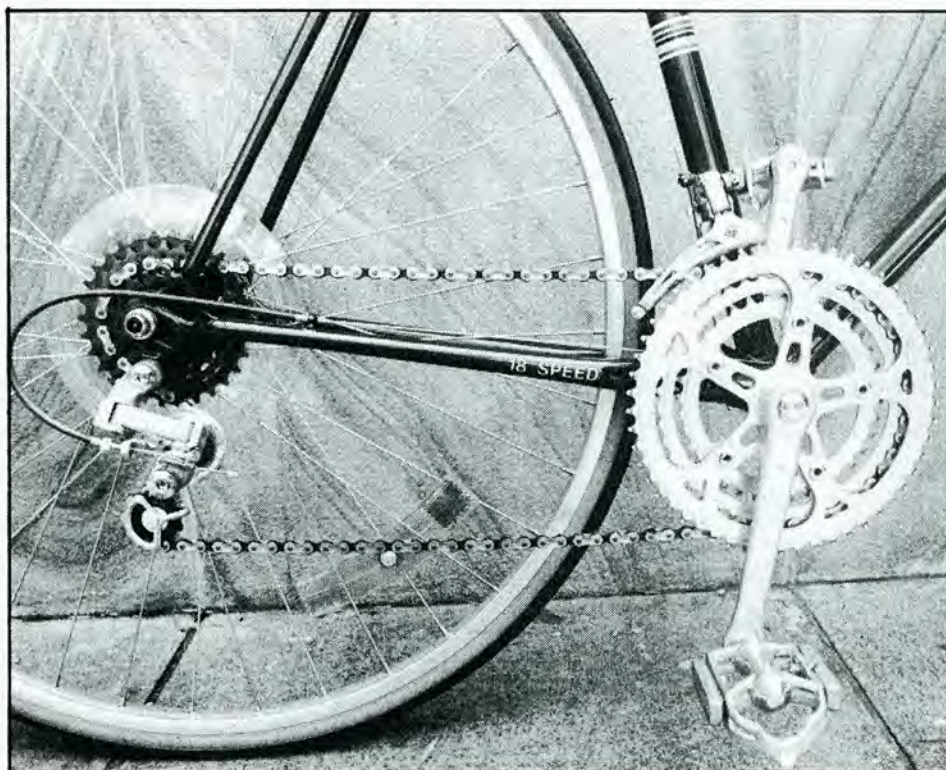
Equipment

Pedals: Shimano Deore Alloy with KKT leather cover toe clips. Leather straps.
Brakes: Shimano 600 EX Gum Rubber hoods on alloy drilled type levers.
Handlebars: SR Custom Road Champion.
Handlebar Stem: SR Custom 80mm.
Saddle Pillar: SR laprade alloy micro adjust.
Saddle: Black leather covered Kashimac Anatomic
Racks: Alloy welded type racks front and rear, Hex key mounting bolts.
Mudguards: Alloy narrow.
Pump: HP Primus Frame fitting.

Gearing

	50	45	30	
13	103.8	93.5	x	
15	90.0	81.0	x	
18	75.0	67.5	x	45.0
21	64.3	57.9	38.6	
25	x	48.6	32.4	
30	x	40.5	27	

Imported by: Clarence St Cyclery: Sydney.



Apollo 18speed

There was a time when the description *Touring bike* was a marketing euphemism for a city bike or low quality

The transmission of the Apollo 18 speed showing the excellent Sugino Mighty Tour Triple Chainwheel set.

road bike with wide tyres. Not any more though now that touring is becoming a more defined and popular activity.

So what makes a touring bike and why are some bikes more suitable than others? First is gearing. For ease of



Dear Mike:

I came to you in the beginning part of our training because we could not get any of the best brand named high pressure rated sew-ups to hold up.

The combined 340

lbs of tandem and rider weight bounced, flexed and thrashed the tires until each of the casings finally gave way and blew up. We were getting an average of 41 minutes of riding out of a \$45.00 sewup.

The Specialized Turbo/S 195-gr tires were run 1,000 miles each in training, then, they were used in the record ride with success.

The tires we used on the Tandem Roller Record were run at a starting pressure of 160 psi. Because of the fantastic amount of friction created by the combined weight of tandem and two riders on the roller, the pressure in the tires would raise from 160 psi to 195 psi after about 45 minutes of riding.

For reliability, ease of repair, storage, highest pressure which a tire can take under load and stress, the Specialized Turbo/S 195-gr wins hands down over all other clinchers and all sewups. Thank you once again for your support and such a fantastic product.

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John Rubcic
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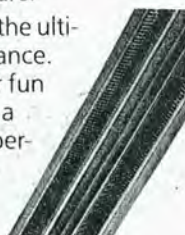
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SPECIALIZED TURBO tires are the finest, most sophisticated clincher tires made.

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Light and fast, the TURBO/S is designed for racing and high speed performance. The hand-selected materials used in the construction of the TURBO/S are combined to create a sub-200gm racing clincher that's turning the heads of even the most confirmed tubular connoisseurs.

The TURBO/S offers the ultimate in clincher performance. Whether you're riding for fun or riding for records, ride a TURBO/S for the kind of performance you thought you couldn't get with a clincher.



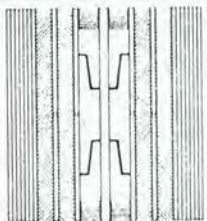
TOURING TURBO

We created the TOURING TURBO for the touring rider who wants the performance of tubulars without their maintenance and expense. We feel that this is the best performance touring tire ever made.

COMMUTER TIRE

The name says it all. The COMMUTER tire offers durability and performance at an economy price. For an extra measure of fun in the daily battle against city traffic, try the workhorse tire with a thoroughbred lineage—the SPECIALIZED COMMUTER.

We use a tough nylon casing with a beefy rubber sidewall for durability and strength. The tread has a deep ribbed pattern for the excellent lateral stability needed for confident maneuvering in heavy traffic on urban roadways. Now, even the casual rider can step up to SPECIALIZED performance.



TOURING TIRE

The TOURING tire is the backbone of our line, offering exciting performance at a reasonable price. Like all our road tires, it features a raised center ridge which minimizes rolling resistance and extends tire life by hundreds of miles. A deep herringbone tread and ribbing at the sidewalls provide road-gripping security for high-speed cornering. The TOURING tire uses our #36 (36 threads per inch) premium nylon casing which is the foundation material used in all our heavier duty tires. This casing is very supple, yet extra strong to resist cuts and bruises when the going gets rough. A double casing layer under the tread gives you an extra measure of puncture protection.

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BICYCLING MAGAZINE's test of clincher tires rated the TOURING X "Best" for rough roads and gravel over every other tire tested. For all-round heavy duty use, it can't be beat.

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MODEL	BEST USE	SIZE	PSI	TPI	GRAM WT
TOURING	General, Touring, Training	27x1 700x25c 27x1 1/8	95	36	300 300 325
COMMUTER	Commuting	27x1 1/4	85	25	500
TOURING TURBO (folding)	High Performance Touring/ Training	27x1 1/8 27x1 1/4 *	95	66	250 280
TURBO/S (folding)	High Performance, Racing	27x1 700x25c	100	106	195 195
TOURING X	Heavy Touring, Tandems	27x1 1/4	95	36	400
EXPEDITION	Expedition Touring, Tandems, Rough Dirt Roads	27x1 3/8	75	36	475

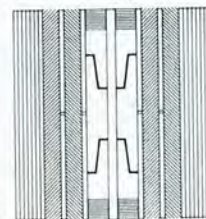
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A tire is only as good as its tube. That's why the careful crafting we use in our tires is used to produce our fine inner tubes. A high quality valve is carefully molded into the tube and reinforced for dependability and long life. Our valves easily fit into all rim profiles to eliminate blowout at the valve, a common problem with other inner tubes. Our rubber compounds are the highest quality for suppleness, durability, and long life.

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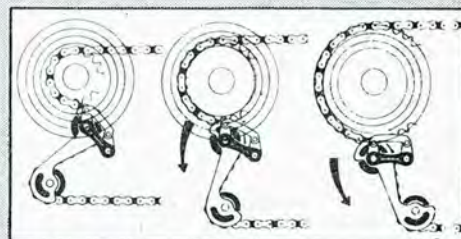
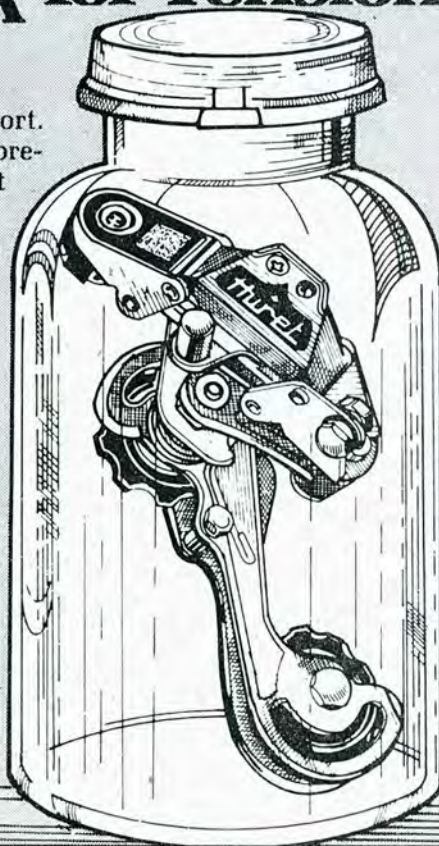


Duopar: Rx for Tension Headache

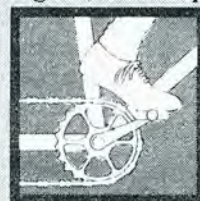
Symptoms: Chain clatter. Discomfort. Leg fatigue. A combination due to imprecise shifting and the inability to shift gears while pedaling uphill.

Prognosis: The use of a wide range freewheel requires a rear derailleur which applies constant tension on the chain.

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The Duopar Effect: Second parallelogram maintains same distance between roller and sprocket regardless of sprocket size.



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riding over the gentlest grade or the steepest hill you will need wide range multiple speed gears.

Secondly is the frame design. A bicycle which will carry you in comfort over many kilometers and through many days needs to be the right shape. Long wheel base and chain stays along with less right angles (72 - 73°) and the correct matching fork rake are all features of a good long-distance touring bike.

Other considerations are the fitting of rack, mudguards, speedo and heavy duty 1 1/4 tyres. Even though you may not want all of these fitted initially it is wise to ensure that there is provision for them to be fitted at a later date.

The singular honour of being the first company with a proper touring bicycle on the market in Australia must go to the Apollo Bicycle Company. The Apollo 18 speed is the first of its type mass produced for Australia and as such represents that company's initial design.

I tested the Apollo 18 speed in unloaded day touring conditions and found it a quick responsive bike with a slightly sudden feel to the steering. In loaded conditions this should settle down. The bicycle I tested also came fitted with 1 1/8" tyres which enhanced the snappy performance. The Araya 16A rims will also take 1 1/4" tyres.

The 18 speed gears performed well with the Sun Tour derailleurs handling the DID 'L' type chain smoothly. Ratchet down tube levers allow for seemingly frictionless shifting down.

The beautiful one piece Sugino Mighty Tour crank set was fitted with 53, 45, 30t chain rings which gave the bike a high over-drive as well as a low of 1:1. Gear spacings were a little odd with a few duplications and gaps.

Braking was excellent with the Dia Compe 500G brakes working well on the smooth wall Araya rims. The Apollo features small flange quick release hubs with 14 gauge spokes. My feeling is that the heavier 14 gauge spokes are preferable if a bike is to be used over long distances.

KKT Alloy Pro Vic II pedals were fitted but came without toe clips. These pedals are reliable and are of comparable quality to most of the other components.

In all this bicycle is comparable to the other Apollo bicycles sold in Australia, in particular the Apollo 4. The 18 speed Apollo is more than just a triple chain wheel version of this very successful member of the existing Apollo range and is priced extremely well. One could almost say a bargain at the price.

The only complaint with the Apollo 18 speed is the frame. The steep angles used in the bicycle's design reveal that

this is a racing frame with touring components, albeit very good ones, fitted. The result is a fast bicycle adequate for light weight tours but less comfortable for long loaded distance riding.

APOLLO 18 Speed

Suggested Retail Price:

Sizes: 53, 59, 63 cm Mixte 49, 56cm.

Size Tested: 58 cm.

Frame: Tange Champion No. 5 tubing Plain Gauge Chrome moly, lugged construction, cast drop outs and fork tips, Brazed on cable guides on Bottom bracket shell. Brake cable guides brazed on top tube. Tange MA60 Head set. Hex key seat bolt.

Head tube angle: 75°

Seat tube angle: 75.5°

Bottom bracket height: 275mm

Fork rake: 50mm

Wheel base: 1025mm

Chain stay: 430mm

Transmission

Chainwheel set: Sugino Mighty Tour Alloy Cotterless, 170mm cranks.

Chain: DID 'L' narrow.

Derailluers: SunTour AR front, Sun-

Tour Road VX (mid range cage) Rear.

Freewheel: SunTour New Winner Ultra 6.

Gear levers: SunTour PDL M Ratchet down tube shifters.

Wheels

Rims: Araya 16A, Smooth wall 27 x 1 1/4

Hubs: Front & rear, Sunshine Alloy small flange quick release.

Spokes: 14 gauge with 4 cross pattern.

Tyres: 27 x 1 1/8 National, skin wall. 100 psi Schrader valve.

Equipment

Pedals: KKT Pro Vic II alloy with reflectors. No toe clips fitted.

Brakes: Dia Compe 500G with drilled levers and rubber hoods, colour coordinated cable outers.

Handlebars: Nilto alloy standard drop type.

Handlebar stem: Nitto 100mm recessed hex key type.

Saddle pillar: SR Laprade Alloy microadjust.

Saddle: Apollo standard nylon men's leathercovered.

Racks: Not fitted.

Spoke Protector: Clear plastic.

Gearing

	53	45	30
14	102.2	86.8	x
16	89.4	75.9	x
19	75.3	63.9	42.6
22	65.0	55.2	36.8
26	x	46.7	31.2
30	x	40.5	27.0

Supplied by: Apollo Bicycle Group.



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Frame — CrMo Champion No. 5 • Sizes — 53cm/21" and 58cm/23" • Handle Bars — Alloy Drop • Handle Bar Stem — Alloy hex key • Headset — Tange Falcon • Saddle — Elina Super Pro • Seat Post — SR Laprade Alloy Microadjust • Chainwheel Set — Shimano 600 EX 42 - 52 • Gears — Shimano 600 EX • Rear Cluster — 14 - 22 T 5 Speed gold Std type • Gear Levers — 600 EX Down tube • Chain — H.K.K. Gold/Blue • Pedals — MKS Quill 2K Alloy • Hubs — Shimano Q/R High Flange • Rims — 27 x 1 Alloy Araya 20A • Tyres — Panaracer Skinwall 27 x 1 1/8 90 PSI • Brakes — Dia Compe 500 G • Toe Clips and Straps — MKS • Cloth Tape — Black • Braze on Biddon — Yes • Braze Cable Guide (Brake/Gear) — Yes • Extras Included — Bottle and Cage.

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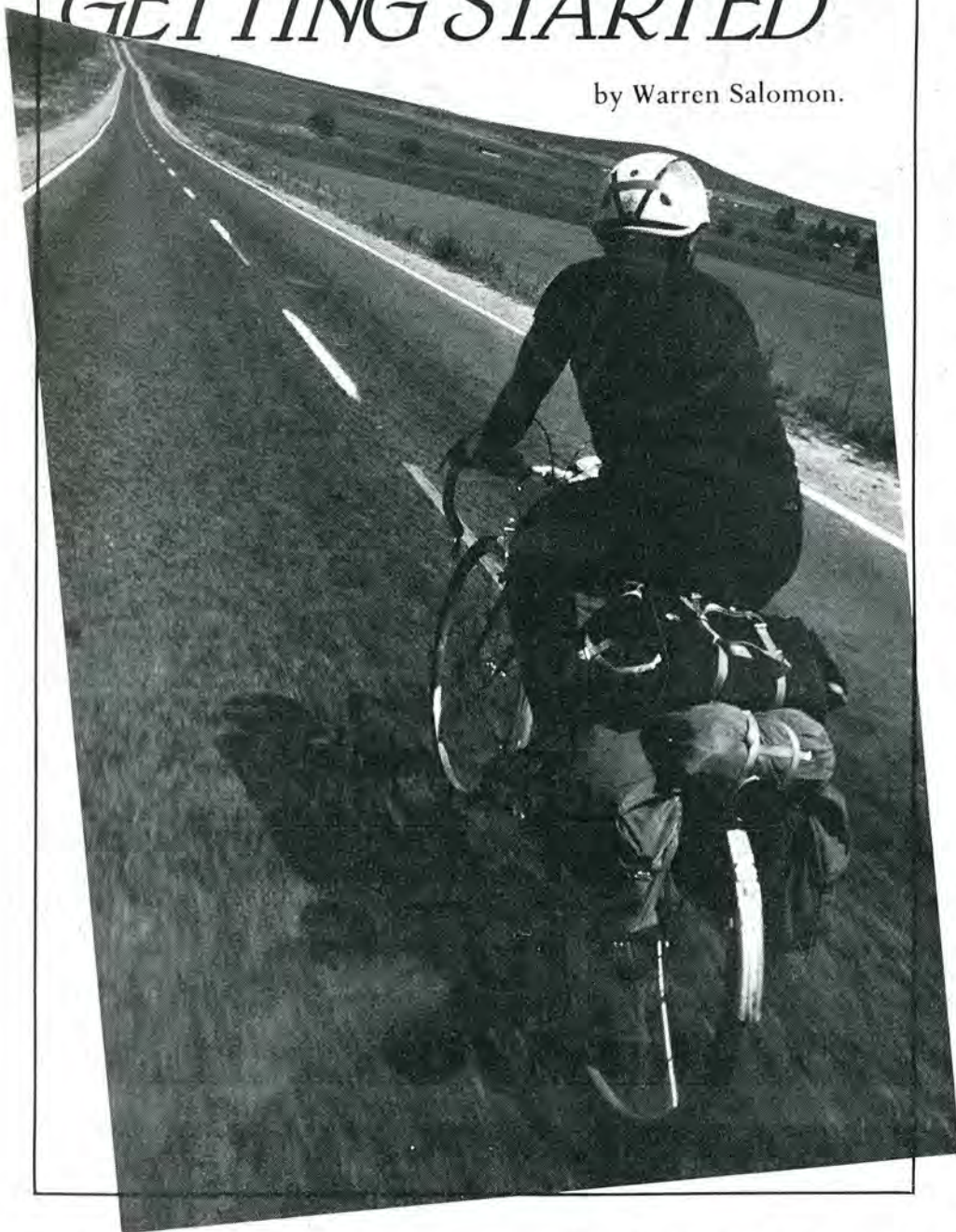
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LIGHTWEIGHT TOURING— GETTING STARTED

by Warren Salomon.



The morning was cool and crisp in typical highlands fashion as we set out on our journey. The town of Mittagong sitting astride the busy Hume Highway was soon out of view. We rode into the bush and commenced the first hill of the day.

Our company numbered four and in true style we were in search of the adventure that lay not far from the creature comforts of our civilization.

This journey was to be vastly different for me because we were un-

encumbered by the incredible mass of equipment which usually accompanies my various bicycle holidays. This time we were travelling light.

The idea for this trip belonged to Robert and Louise who were the unofficial tour leaders. Mary and I were along for the ride so to speak.

Lightweight touring is such a simple concept and enjoyable too, it's a shame I hadn't realized earlier that touring could be so wonderfully simple. For Mary and I it was to be a

new experience as we were both well seasoned in the art of carrying our houses with us wherever we went.

My bicycle looked strangely naked with only a set of rear bags and a sleeping bag tucked away in a stuff sac on top of the rear rack. Where were my front bags and the accompanying heaviness of the steering? My machine felt as if it would take off and fly.

The Range Road opened up from thick Eucalypt bush to lush green grazing country as we pedalled away at our hill. This was not the first time I had pitted myself against gravity and the Range Road. My thoughts flashed back to the last time and some comparisons became apparent. Firstly, I was not now in my lowest gear. In fact, I had two lower gears to spare. It seemed that my 1:1 bottom was not going to be used to this trip. The second thing was that there was less of a struggle to keep going without a rest. 'Oh,' I thought, 'I had better watch out or I will miss the countryside or turn into a speed freak'. Hardly the kind of thing to be thinking on a hill, but hills always give one the time to develop the craziest of thoughts.

To Louise and Robert this lightweight thing was old hat. They had both taken up bicycle touring while they were living in Britain and as Louise explained, there are very limited prospects for camping in Europe due to the climate and land use. Accommodation is cheap and plentiful and so they found it a little odd to return home to find that their cycling friends were cycle campers.

When Louise suggested a trip to me I mentally began assembling my kit — tent, sleeping bag, tools, stove, cooking gear etc. etc. 'Hold on' said Louise, 'This time we do it my way'.

Mary was a friend who I had occasionally toured with, and she like I, felt a little strange loading a 'half' laden touring bike into Robert and Louise's van. Charlie, Robert's brother had come up to Mittagong with us in the van as he was to take it back home to Sydney after we set off. We chose to start this way because the first train of the day did not reach Mittagong until much later in the morning. Our return to Sydney from Berry on the coast was to be accomplished by train.

Our first day's ride took us via the superb Range Road (with views extending back to the Sydney plains) to the town of Robertson. We chose to have lunch at the famed Pie Shop at Macquarie Pass further down the road rather than trying out the pub counter lunch. On the way down we passed the bulk of Ranleigh House perched on the top of a hill overlooking the edge of the escarpment and the Pacific

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Ocean beyond. This older style guest house looked like the possible location for a 1930's mystery movie and we all made mental notes to return some time to stay in one of its 56 rooms.

Lunch was a feast of Aussie ethnic delights. The pie shop doesn't stop at meat pies. There are savoury and sweet pies of every description. Our only regret was our climb back up to Robertson.

Over lunch Louise discovered a bitumen road on the map which no one knew about. This turned off the Illawarra Highway further down the road and rejoined the road we had taken earlier in the morning east of Robertson. It sure is nice when such discoveries are made at a time when they are most needed.

Our five day tour of NSW's Southern Highlands was one of the most enjoyable holidays a wheel I have ever spent. We stayed in a mixture of accommodation ranging from on site vans (where we needed our sleeping bags) to the aging comforts of a country hotel.

One such place (though not aging) is the hotel at Burrawang. This sleepy town has almost been forgotten by all but its residents. It sits astride the chain of hills of volcanic origin which run from Robertson to Bundanoon. The town consists of a collection of wonderful old buildings. Some like the school are stone and date from last century. The general store is certainly worth a visit. This huge timber building has the most amazingly well preserved interior of any store I have seen in New South Wales. The shop is a wonderful example of the kind of country store which has disappeared since the advent of the car and the supermarket. The present owner has lovingly collected all of the old signs and has thoughtfully displayed them in the front window. You can enjoy a cool drink on the front verandah or huddle around the pot bellied stove inside depending on the weather.

Burrawang Hotel is a small establishment catering mainly for local people and the few holiday makers who know of its existence. As with any country hotels and guest houses it is wise to phone well in advance to arrange for accommodation. We all enjoyed our well earned counter tea and the few ports to cap our wonderful first day on the road.

The next two days were spent criss-crossing the Highlands area with few major hills to contend with. After a late start due to a delicious breakfast we set off on the road through Wildes Meadow to Fitzroy Falls. This road is superb bitumen and skirts the newly constructed Fitzroy Falls Dam. We lunched at the Treeland Cafe (hamburgers and cappuccino) and waded in

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the cool waters of Yarrunga Creek nearby.

It was only a Thursday and we seemed to have the Fitzroy Falls environs all to ourselves.

The late spring weather began to produce a lot of cloud in the sky and we even felt as if we would get wet on our afternoon ride to Berrima via Moss Vale. On our way we passed the huge cement works at East Berrima looking more like the set for a remake of *Strange Encounters*.

Historic Berrima is well worth the half day we spent there. The old sandstone columned court house has been beautifully restored and the rest of the town deserves a long and lingering stroll through its streets.

We stayed overnight at the Surveyor General Inn, the town's only hotel. Louise booked our accommodation well in advance as the hotel only has 5 rooms.

Next day we left after lunch of devonshire tea and light snacks and headed up the highway a short distance to the Bowral turn off. We felt that since the town was the star of the movie *Ginger Meggs* we had to see it for ourselves before we saw it in a cinema. From there we recrossed our previous day's path in Moss Vale and headed south to Bundanoon.

Bundanoon is the jewel of the Southern Highlands. This small town has long been a favourite place for holidaying Sydneysiders and boasts among its accommodation three motels, one hotel, one private hotel, two guest houses, a very good youth hostel, two caravan parks and an excellent camping area in the National Park with hot water showers.

During a previous tour through the area I stayed at the National Park and found the bushland setting a relaxing tonic. We stayed overnight this time in on-site vans in the caravan park and had a delicious evening meal at a restaurant in town. The cheapness of our overnight accommodation justified the size of the restaurant bill.

Next day we spent until lunch exploring the tracks and pathways of the National Park. We chatted to Jack Hepher at Ye Olde Bicycle Shoppe, admired his collection of old and antique bicycles, then set off.

The rest of our journey took us back through Fitzroy Falls and down into Kangaroo Valley. We spent our last night in an on-site van at the caravan park beside the turreted Hampden Bridge sipping port and laughing into the night as we recounted the incidents which for us had highlighted our trip.

Our last morning was spent struggling up the massive 500 metre hill out of Kangaroo Valley. We chose the less

trafficked Berry Road and arrived in Berry before lunch with energy to spare. This was due to the early start which enabled us to climb the big hill before the heat of the day.

Rather than spend our day cooped up waiting for the six o'clock train we rode out to the ocean beach for an afternoon swim.

So that's my first experience with light weight touring. It will certainly not be the last, in fact I still don't know why I haven't done it earlier. As Louise said, 'You come away on a holiday and spend most of your time doing the same old house-hold chores that you are trying to get relief from.' This time I returned home in a different kind of relaxed mood.

I'd recommend this kind of travel as a definitely liberating experience.

Just so that you will enjoy your next lightweight holiday to the fullest here are some suggestions from my trip note book.

Your bicycle

Most light weight or standard ten speed bicycles will do. A low gear of about 30 for average riders should be ample. To safely carry your equipment you should have a properly constructed pannier rack fitted to the rear of your bike. The trip I have described above is entirely on sealed roads and with the kinds of loads being carried 1½" tyres could even be used provided that the tread is good and the tubes are kept well inflated. To avoid mechanical problems and the need to lug five or six kilos of tools, get your bike checked at your specialist bike shop before you set out. Always carry a puncture repair kit tyre levers and wheel removing tools just in case.

To fill your trusty rear pannier bags you will need only your personal belongings and clothing. Warm clothing will be needed for cooler evenings and you could even do as the English do and carry a suit and tie (for the men) or evening dress (for the women) for those formal restaurants you encounter along the way.

A frame mounted water bottle is necessary to be sure you don't go thirsty. Some people prefer to carry their personal belongings and camera in a small handlebar bag. This combined with rear bags represents the standard north American touring rig. The Americans are old hands at lightweight touring and now there is talk of ultralightweight touring.

An Aussie version of this is ably demonstrated by the two road racer types who recently road from Canberra to Broken Hill on a lightweight tour each equipped with only a toothbrush and a Bankcard. Certainly, they were



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The lighter you travel the easier the hills and the distances become. A hundred kilometers or so will easily slip by and you will arrive at your evening accommodation with energy to spare.

Accommodation can be booked through a travel agent or the Tourist Bureau. All *Freewheeling Touring Service* packages contain details of accommodation and contact phone numbers. Some hotel chains also offer very good bed and breakfast deals on their country hotels. It is always advisable to book well ahead for country accommodation. Sometimes a phone call ahead during the day is enough to secure accommodation for the evening, but as most places have a limited number of rooms, it is always best to pre-arrange your accommodation and your itinerary before you set out. On site vans seldom need booking but if you are travelling in holiday periods you may miss out if you do not book.

With motoring holidays becoming even more expensive due to rising fuel costs, lightweight bicycle touring is set to become a major recreational activity of the mid to late 1980's. Any wonder why this type of activity is ranked number two behind tennis as a major leisure pursuit in the USA. So grab your friends and get out there. Lightweight touring is the best way to get involved.

Gear List

Clothing

- ☐ hard soled shoes;
- ☐ socks;
- ☐ underwear;
- ☐ shorts;
- ☐ long pants;
- ☐ handkerchief;
- ☐ woollen jumper;
- ☐ shirt(s);
- ☐ waterproof jacket/parka;
- ☐ hat, helmet or beanie;
- ☐ gloves or mittens;
- ☐ wet weather extras: over pants,
- ☐ waterproof overshoes;
- ☐ plastic bags to keep clothes dry;

Personal Items

- ☐ small towel;
- ☐ toilet paper;
- ☐ toothbrush;
- ☐ sunglasses (O);
- ☐ water bottles (on bike);
- ☐ money or bank book;
- ☐ personal tool kit;
- ☐ personal first aid kit.
- ☐ sleeping bag;
- ☐ inner sheet (O);
- ☐ eating utensils (O);

(O) denotes optional item.

"It fell off the back of a truck"



"It fell off the back of a truck" is the explanation people give if they have acquired something by dubious methods, however it is a fact that quite a bit does fall off the back of trucks and the next person on the scene is often a cyclist. *Sandra Morton* tells of some of the things she has found.

Ever since I sold my car four years ago and relied on a bicycle for transport, I have come across an assortment of articles on the roads. This has added an extra dimension to cycling.

In fact, I've collected enough to equip a small workshop. To date, I have found a saw, a tyre-pressure gauge, a G-clamp, a trowel, a paint brush, a feeler gauge, a rake, a spade, a hand broom and numerous spanners and screw drivers. Besides the usual hub caps and trailer lamps, I have found some good maps on the roadsides and, of course, there are plenty of the less useful things such as old gloves which are numerous in winter.

Most of the items seem to fall off tradesmen's trucks or the trailers of gardeners on their way to the dump, however quite a bit drops out of parked cars or gets left behind after a wheel change.

Major highways often yield unusual things. For instance, on the Federal Highway just out of Canberra, I came across a set of motel keys. Had someone flung them away in gay abandon after a sensual weekend in the nation's capital or did a thief discard them after a break-in. I dropped them into the post-box as the motel's little disc requested.

On the same highway, I discovered a wallet belonging to a person from as far away as Mudgerraba in Queensland (it's near Surfers Paradise), with no money in it but containing a driver's licence and other documents which I posted off.

Children seem to scatter their belongings along the biketracks in Canberra as they ride home from school — T-shirts, cloth bags, lunch money, tennis balls, even the odd shoe and finding the owner is difficult. Then there are all the accessories that drop off bicycles — clips, lights and reflectors — as cyclists hurtle over bumps or drop 8cm from footpath to road or side-swipe each other as they negotiate sharp bends.

Sometimes I think you could almost cycle round Australia by collecting discarded beer bottles and drink cans along the roadsides to pay for your meals on the way. After all beer bottles pay 30c a dozen and cans 5c each, at least in SA. If you could cope with the heat and the distances, the roads of the Northern Territory must be particularly lucrative. Perhaps one of those overseas cyclists who arrive to cycle around Australia have already discovered this means of financing their trip.

Cycling is fun — on crisp mornings it is exhilarating to ride through the pines in Canberra's Haig Park and along the bike track by the lake and see the coots scuttling across the grass to the safety of the lake, and to speed along the Belconnen bike path where colourful rosellas wheel among the gum trees.

Being a cyclist, you can see when the mulberries are ready for picking, what wildflowers are in bloom, which streets are lined with chestnut trees, where the watercress grows and you can be the first to spot the mushrooms in the green grass by the roadside.

It kind of beats travelling by car.

CYCLISTS' ACCOMMODATION DIRECTORY

The Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list.

Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced.

The Directory is printed annually.

To be listed, please send us your name, address, and phone number(s). An indication of where you live (e.g. 7 km SE Melbourne GPO) would help. Enclose a self-addressed stamped (standard letter postage) envelope (10cm x 23cm) for your copy of the current Directory.

The Directory is printed and distributed privately and a small donation to help defray costs would be appreciated.

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The Sydney to the 'Gong Tour '82

A Hopping Success



One person came from as far north as the Gold Coast while another came up from Melbourne, all travelling by train or car to reach the starting point of *Freewheeling's* annual Sydney to the 'Gong tour. Two hundred and forty people to be exact plus another twenty five support crew assembled on the grass in Sydney's Belmore Park at seven thirty on Sunday morning.

The park's overnight inhabitants hardly knew what was happening and stared from the other end of the park as colourfully dressed riders made their way to the registration desk to pick up the remainder of their riders kit: a cloth patch and travel tickets for the return journey.

The ride began and ended around Central Railway Station and from the first few blocks it became apparent to the organizing team that a very willing and able group of participants were on hand to inaugurate the annual event.

Right on 8 am the Lord Mayor of Sydney's representative Alderman Ron Park bade the riders a safe and happy journey and sent them on their way.

Of the 270 registrations received almost 60 percent had arrived by post in the last week before registrations closed. The *Freewheeling* mail box one

day in that week was jam-packed with Sydney to the 'Gong mail. Of the total number accepted none were sent back this year and about thirty did not make it along on the day.

The exit from Sydney made a great spectacle as riders spread themselves out along the Princes Highway. At Audley, the morning tea stop, the lead riders arrived at 9.30 and from here on it became apparent that the majority of participants would have no trouble covering the 82 km between Belmore Park and Belmore Basin at Wollongong.

As the tour had been planned to cater for a much slower pace than the lead riders exhibited, the tea van arrived at Audley in Royal National Park to find scores of panting bikers waiting for their morning tea.

Much of the ride went to schedule and most of the riders seemed pleased with the result of the six months of organization which went into making the ride. All enjoyed the Devonshire Tea provided for the riders at Audley though the speedsters had to wait longer. The solid British tradition of queuing was in evidence both at morning tea and lunch stops.

After the rest and snack, people set off individually or in small groups to cover the relaxing section between

Audley and the lunch stop at Red Cedar Flat. Most of this was along the beautiful Lady Carrington Drive, the only unsealed section of the ride, but voted by riders as one of the nicest parts of the entire route.

Tourers were amused and astounded to find a diversity of wild life apparent along the Drive. Obviously because the non-motorised bicycles presented no apparent threat, one large marsupial even bounded up to riders to accept offered treats such as jelly beans and peanuts. Ride organizers were very fortunate to have the complete co-operation of the National Parks and Wildlife Service who graciously agreed to close the drive to other vehicular traffic for the duration of the tour.

The selected lunch stop was also within the National Park and most riders spent a leisurely hour eating, talking and relaxing on the grass of the picnic area. Many brought their own lunches and the remainder purchased a healthy lunch from the caterers organized for this stop.

At lunch time the favourite part of the ride at that point was unanimously Lady Carrington Drive but people were not so sure as the day progressed. Ahead were the wonders of the spectacular coastal road south from the National Park to Thirroul.

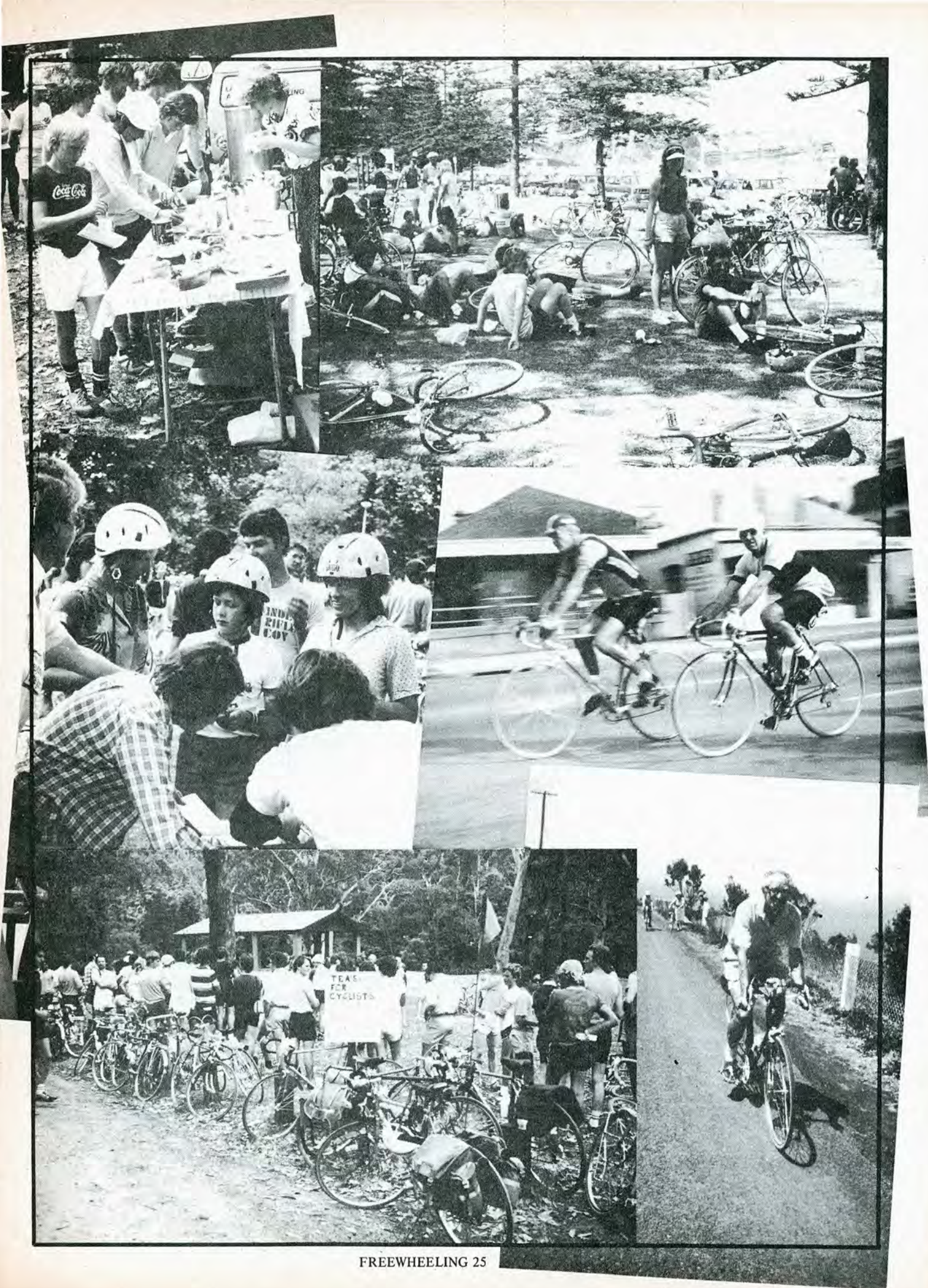
Some paused at the lookouts along the way and even though there were a few short steep hills along this section the few who did have to hop off and push did not mind at all for the opportunity to take in the scene. Hang gliders swooped overhead while below the ocean crashed white against the cliffs. Above and further on, the top of Illawarra escarpment disappeared into cloud.

At Austinmere beach the riders mingled with the beach crowd making a bizarre spectacle. It was hard to see who was who but not so hard to see where the riders were gathered: bicycles seemed to be everywhere.

The final section of the ride progressed smoothly and all of the riders had reached the final assembly point at Flagstaff Point well before the scheduled time when the Mayor Alderman Frank Arkell was to welcome us to the city.

His speech turned out to be an enjoyable potted history, geography and current affairs lesson all rolled into one. Lead rider Rosemary Doyle presented him with a letter of greeting from the city of Sydney on behalf of the riders and from there most made their way on to Wollongong Station.

It was in the last 100 metres of the journey that some riders became temporarily lost. A small group of friends having deposited their bicycles





at the station to be patiently loaded by the ride support crew, adjourned to a nearby hotel for refreshments. They inadvertently forgot the time and when they realised that the train had left without them hailed a cab to catch it up. Fortunately, they recaptured it six stations up the line leaving behind a very confused or bemused taxi driver.

It is now known that about 200 bicycles can be neatly stacked into a

NSW State Rail Authority box car. The rest were put into smaller guards' compartments throughout the train. The scene at Wollongong station was memorable to say the least. Most who have not left the shores of this country have never seen so many parked bicycles at one time. Nor has the SRA for that matter.

The return journey was a very relaxed affair with riders quietly

discussing the day's adventure or getting to know new friends.

Above all the ride was a great social occasion and one which will become a regular and popular event in the Australian touring calendar.

As for parting remarks: by far the most common was "See you next year". Perhaps that won't be so easy next time if all of this year's 240 riders being along their friends.

Now the ride belongs to the store of fond memories we all save up. Ask what colour is associated with those memories and the answer will probably be pink. The ride organizers unwittingly chose pink for the printed tee shirts issued to the support crew and found that there were as many if not more pink shirts, shorts, socks, hats, bicycles and faces as the cloudy conditions did not stop the sun's rays from reaching winter skin.

Planning for the '83 ride has already commenced and new happenings will greet familiar faces. The ride is expected to cater for 1000 riders and entry forms will first appear in the earlier winter (June/July) issue of *Freewheeling* as well as the August/September issue.

So with the new year installed we can only say 'See you this year's ride' and look forward to sharing our journey south to the 'Gong.

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The Definitive Touring Machine

Exploring the possibilities

Michael Doube has come to touring after years of competitive bicycle racing. He is a self confessed *gear freak* and has researched the market place from top to bottom trying out each component in search of the illusive *perfect combination*. His search is still going on and will probably continue for years to come as more equipment becomes available in Australia.



Above: The racing bike complete with home made carriers and the load carried across the Nullarbor in January 1971. *Below:* 'Southern Cross' frame with twin lateral bars giving extra rigidity. *Photos:* M. Doube.



When I became interested in touring in 1971 the situation was pretty simple because there was almost no literature to guide me and what I did find referred to equipment which was not available here. I was therefore forced to improvise, and so my racing bike was modified by fitting home made carriers, lower gears and heavier singles.

My first long tour from Perth to Adelaide taught me a lot. The carriers were strong but far too heavy, it was time consuming and destabilizing to tie all my gear on top of the racks, and the low gear of 57" was still far too high. While I could and did use this equipment for some time, I knew that I had to improve it.

If you know little, it is a good idea to consult an expert on the subject. I was "hooked" on touring, and so I went to the top. Jack Taylor has the reputation of building the best touring bikes and tandems in England, so after some correspondence I torpedoed my bank balance and ordered a fully equipped touring bike from him.

In due course it arrived and I was impressed with the bike in many ways. It was superbly built by an obvious craftsman and it had the features a touring bike demands — built-in racks with matching panniers (Karrimor, possibly one of the first sets in the country). Low gears and comfortable geometry. The most amazing thing about it, and it was commented upon by everyone who rode it, was the eager way it rolled along. What freak of frame design or equipment matching achieved this magic I cannot say, but no other bike in my experience has matched it.

But for one flaw in its make-up, this would still be my touring bike. The fatal flaw was a lack of rigidity. When I packed my camping gear the front would twist one way and the back, under the load of the panniers



The authors 'definitive' touring bike equipped as per specification.

would twist the other, so that it was impossible to ride at any kind of speed, and riding out of the saddle uphill was a nightmare that I do not wish to repeat. A minor flaw was the fixing of the racks to the light alloy mudguards which soon gave way and had to be reinforced.

A year or two passed with this bike and then Stan Lang who built *Southern Cross* bicycles set up shop in Adelaide

and I commissioned this experienced builder to make me an ultra-stiff frame. As in the Jack Taylor case, the tubes were Reynolds 531 double butted, and just to make sure that this bike really was rigid there were two parallel bars fitted making it look like a unisex bike with a top bar. I fitted steel Karrimor racks and hoped that now my problems were over. Alas, it was not to be. It was better, but still the frame flexed

and still there was a "speed wobble" that shook the whole front end of the bike. Back to the drawing boards!

Now a technically minded friend was following my woes and as he wanted a touring bike, he schemed a frame design that might work. First of all, we had lost faith in Reynolds 531. Despite the claims, Columbus tubing is more rigid than Reynolds, so the new bikes would be made out of Columbus tubes. Moreover, the thickest and strongest Columbus sets are their 'PS' tubes which are meant for six day racing bikes. We obtained some 'PS' sets and swapped the round track fork blades for road pattern blades and off the tubing went to the builder with a full-scale diagram of the frame required.

Briefly the rationale behind the frame design was this. The frame had to be as rigid as possible, therefore the front had to be as short as possible. The bike had to be responsive yet stable, and comfortable enough to ride for up to 12 hours at a time over rough roads. So on a 552mm seat tube was put a 558mm top tube. A head angle of 73° and a 50mm fork rake gave a tight, stable front end. More fork rake would make it too stable in the sense that you could not change direction quickly, less would make it more of a handful to steer. A bracket

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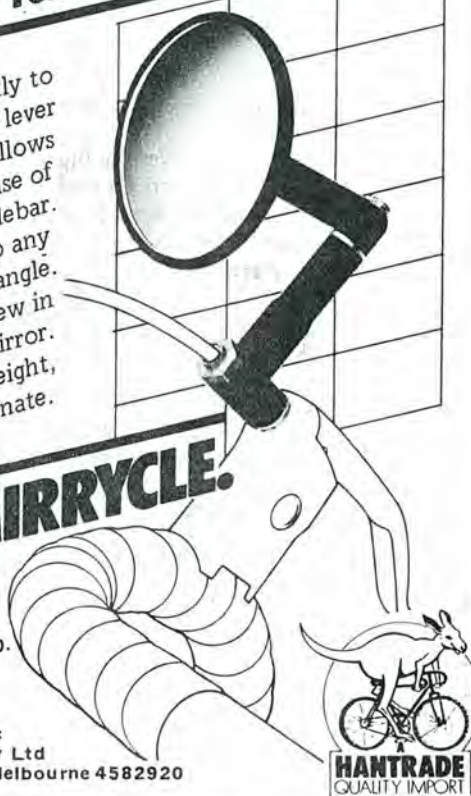
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height of 273mm again seemed a good compromise between stability and clearance in corners, and chain stays of 438mm were dictated by the clearance needs of a triple chainwheel. The 1041mm wheel base that resulted seemed quite reasonable, giving a comfortable ride without sloppiness.

I am glad to say that this frame is the answer. With all of the gear needed for a 3 week tour loaded, it feels as solid and as responsive as I could wish. I can ride out of the saddle uphill now, "honking" the bike from side to side and apart from the obvious inertia effects of the load it is no different to my racing bike. And downhill it is superb: it runs straight and true and I no longer feel that I am putting my life at risk when I let it roll.

While the frame drama was unfolding I had been swapping my equipment round, testing and discarding in my quest for the best. I tested most of the pannier systems available here and in the U.S.

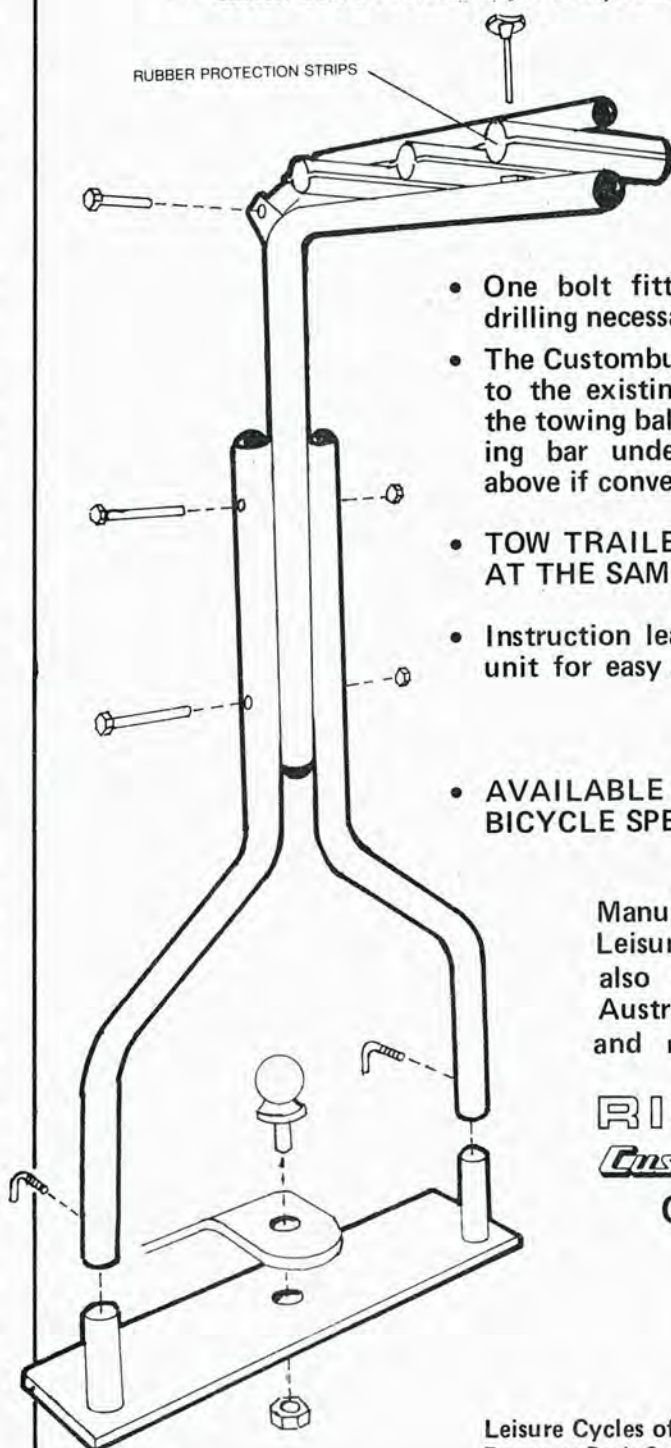
I eventually settled on the one system that has a positive retaining system top and bottom — the Eclipse system. It is simple and safe, and nothing less than a catastrophic case of metal fatigue will cause these panniers to leave the bike in an unexpected fashion. Eclipse make their system even better by providing the most rigid rear rack on the market. Eclipse do not make a front rack, so I bolted one of their conversion kits to an alloy Blackburn front rack, and again the rigidity is admirable.

Brakes also were given some serious thought. A lot of books suggest that Mafac brazed-on cantilever brakes are the ideal touring brake, so I specified them on the *Southern Cross* frame. When combined with Campagnolo levers they are certainly smooth, light and positive, but they do have one big drawback — they stick out too far and foul the panniers. So on the latest bike I fitted Campagnolo "Record" brakes as I think that they are the best, being reliable, powerful in all conditions and with a pleasing perfection in their workmanship. There are other brakes that are nearly as good and they do not cost an arm and a leg, so I don't consider the Campagnolo brakes to be essential. Just nice.

For my style of touring I have found that gears from the 95" mark to about 30" covers any situation that I am likely to be in. You can use a 10 speed double chainwheel to cover that range, though the gaps between gears are a little large for my taste. I now use a T.A. triple chainwheel with rings of 48, 38, 26 teeth, combined with an "Ultra-6" freewheel of 13,14,15,17, 19, 23 teeth. This gives a range of 100 inches to 30.5" with 12 useful ratios,

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all in sequence. The changers with such a wide range have a big job to do; on the front chainwheels I tried a Campagnolo 'Record' and found it too short in the cage, a Huret "Duopar" which gave a poor change and finally a Sun Tour "Cyclone" which does the job adequately if not brilliantly. I am still looking for the ultimate front changer.

The rear changer story is different. I have tried Campagnolo "Rally", Sun Tour "Cyclone G.T." and Shimano "Crane G.S." and found them adequate but obviously working near their limits. Then I tried a Huret "Duopar" and decided that perfection was here. This unique changer allows one to change up or down while keeping pressure on the pedals, and the change is as smooth as a Campagnolo "Super Record" on a single jump cluster. It is simply amazing.

The rest of the bike is less critical. The seat is your own choice, the seat post and pedals are Campagnolo because I know that they do not break (but lots of others are cheaper and probably as reliable) and the wheels can be any one of a number of combinations. I use large flange Sun Tour 'Superbe' hubs on Weinmann A-124 concave rims laced with 14g. plain rustless spokes and have had no

A complete specification is given below:

FRAME:	21 $\frac{3}{4}$ " seat tube, 22" top tube, 41" wheelbase, 2" fork rake, Columbus 'PS' double butted tubes with Reynolds fork blades, 72° head, 73° seat angles.
SADDLE:	Ideale 2002
SEAT PIN:	Campagnolo 'Record'
BRAKES:	Campagnolo 'Record'
HANDLEBARS:	Fiamme road
STEM:	Cinelli
CRANSET:	Stronglight 49D cranks, sealed bearing Stronglight triple steel axle, T.A. rings 48-36-26T
PEDALS:	Campagnolo 'Record'
CHAIN:	Sedis 'Sedisport'
F/CHANGE:	Sun Tour 'Cyclone'
R/CHANGE:	Huret "Duopar"
FREEWHEEL:	Sun Tour "Ultra-6"
WHEELS:	Sun Tour 'Superbe H.F. QR. Hubs, Weinmann A-124 Rims, spoked with 36 14g. rustless spokes, 3 cross rear, radial front. Eclipse alloy rear, Blackburn front.
RACKS:	

trouble at all. As an experiment I laced the front wheel in a radial pattern, as this theoretically gives a wheel that is laterally more rigid. I could not detect any difference in rigidity or smoothness of ride, and it has given no trouble at all, so I have left it as is. But if and when spokes break I will probably revert to the conventional pattern. Perhaps the critical area is the contact with the road, and the best touring tyre by far I have found is the Wolber W-28, alas a very rare tyre. If you see one, buy it and treasure it.

So there we are. It is to my mind a "State of the Art" touring machine, as good as can be assembled. But already changes loom on the horizon. For instance, the new Blackburn "low rider" front racks look as if they will increase the stability of a bike by making the centre of gravity lower. And aerodynamics in pack design has been ignored. So by the Bikecentennial in 1988 I may have a rather different machine. But for now, it is, I think, a near perfect touring bike.
To be continued.

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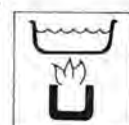


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Beyond the Black Stump

A Bicycle ride from Dubbo to Wingham NSW

Text and Illustration by
Nigel Jenkins

Wednesday, 12th May

An economy seat, one in a full carriage, car 2 seat 39 on the 19.55 Western Mail to Dubbo. Seven brown carriages hauled by an even grubbier 4639. Seasoned travellers with blankets and buckets of sandwiches are advised of no refreshment service. The trick to ensure a good nights sleep seems to be to change into the marginally more comfortable first class after lights out.

I wonder how the bicycle has fared under the care of the S.R.A. This train is not really that bad for people, timber joinery, incandescent lamps but alas no black and white scenic views to the end walls. (A worthy rival to the poor old X.P.T., a miserable excuse for a train that finds the portage of a single bicycle beyond it.)

Thursday, 13th May, Dubbo to Dunedoo 91 km.

I'm away from the railway station by 7.45 after coffee and cheese toast for breakfast. Dubbo is cold and empty, it looks like rain but the wind favours my first days ride of 91 km to Dunedoo. Out of Dubbo quickly and on the road

early for this first day of cycling and the first lengthy tour I've attempted by myself.

The bitumen is fast, the traffic light, pushed along by what was to be the only following wind of the journey. The long undulating wheat, sheep and cattle country passes very quickly and I soon find myself in Dunedoo, self styled "gateway to the Warrumbungles". Two hotels, wheat silo's by the railway, one of everything else including a rather linear "Rotary" park and the inevitable "Rotary" caravan paddock.

Friday, 14th May, Dunedoo to Coolah 81km.

Today I plan a shorter day but still take the long way to Coolah; the only town between Dunedoo and Quirindi and where an overnight stop is required for one to be accommodated in hotels and motels while crossing the plains.

The sun improves on yesterdays performance, however a rather unfortunate easterly wind compared to yesterdays southwesterly makes for hard work in these wide open and shallow valleys. The traffic all but disappears after the Craboon turnoff on my deviation from the more direct road, large sections are also unsealed. The surface is often very loose, fine dry sand so that everything is covered with a layer of gritty dust. The country is in drought so no creeks flow.

One steep climb today from Turee Creek, then a beautiful descent on hard fast dirt into the Coolaburragundy River Valley and the town of Coolah.

Coolah is of much the same scale and theme as Dunedoo, described by a local as "a good little town" meaning nothing in particular and by itself as "black stump country" claiming the oldest and most substantial association to the original *Black Stump*. The Black Stump Wine Saloon during the early days of settlement traded on the Gunnedah Road some 10 km north of the town.

Coolah features an extremely confusing "big store" of Brennan's like charm from which one can procure what have to be the worst post cards in all of New South Wales.

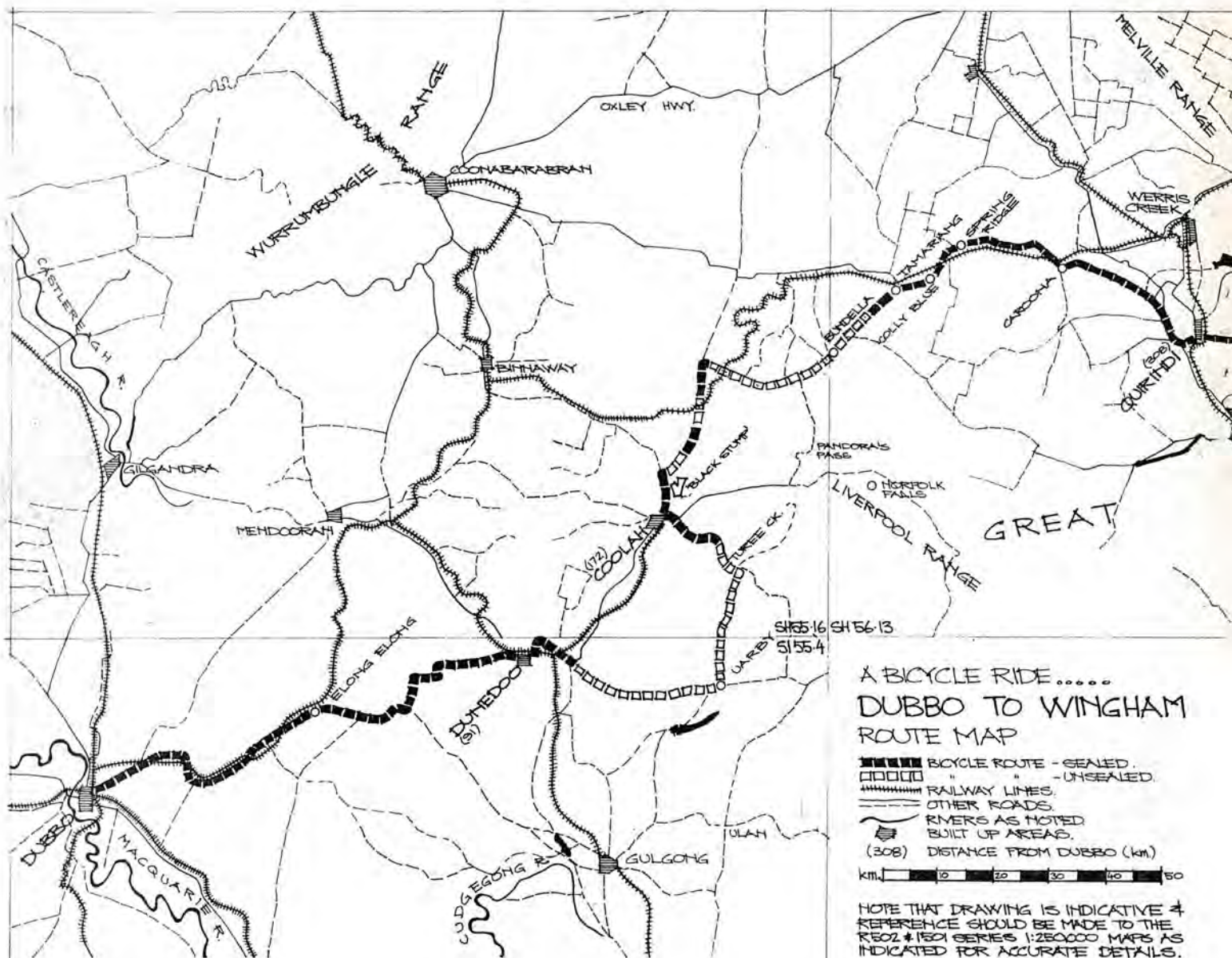
Saturday 15th May, Coolah to Quirindi 136 km.

The second most rewarding part of todays ride of 136 km to Quirindi is the genuine, original and authentic *Black Stump* roadside picnic area, just exactly as one would imagine Coolah Shire Council would perpetrate such a thing, complete with a blackened *stump* that looks like it would be more at home as the fork of a gum tree 20m from its true stump.

Sections of gravel and dirt surfaces are encountered from approximately 10 km north of Coolah and as far as the Bundella turnoff, then a continuous

On the road between Nowendoc and Wingham.





unsealed road until the bitumen returns some 5 km outside the small wheat station of Collie Blue, another silo by the railway. The road varies from fair to terrible, a mixture of everything from hard graded rock in solid clay to loose sand with some very difficult sections of large sharp edged aggregate. Care is necessary to ride this road at more than walking pace, frequently I find myself bogged at the road edge of travelling just a teeny bit too fast to avoid sudden and terrible changes in the surface. The bicycle suffers terrific stresses and I fear for the durability of my rather light tyres and wheels.

The first of many flat tyres and I foolishly leave my shifting spanner by the road. This is a great loss and all I think of are all the mechanical breakdowns possible that I'm now unable to repair.

The road skirts around the end of the Warrumbungle Range to visit a wide and shallow valley full of finished sunflowers, an occasional stud farm,

then passes over a low saddle and down a long and gentle slope to Tamarang on the Werris Creek - Binnaway Branch Railway.

The wind is once again against me. I've come to loath it. The plains here run flat to the horizon in all directions, the road perfectly straight, the country featureless aside from the flocks of galahs and sulphur crested cockatoos disturbed by my passage. Relief is provided by the Spring Ridge Hotel, and my arrival at this unexpected hotel is the most rewarding part of the today's ride. I can stay for a mere ½ hour however, it being 3.00 pm, 49 km of open country still before Quirindi and barely 2 hours of daylight.

I feel very tired and slow by the time I reach Carroona. Quirindi seems further and further away, don't believe I'll ever get there and still the wind blows strongly against me. The road prefers to take a tedious loop just before Quirindi to sneak around the edge of the Melville Range, the last 10 km, the light is failing quickly now

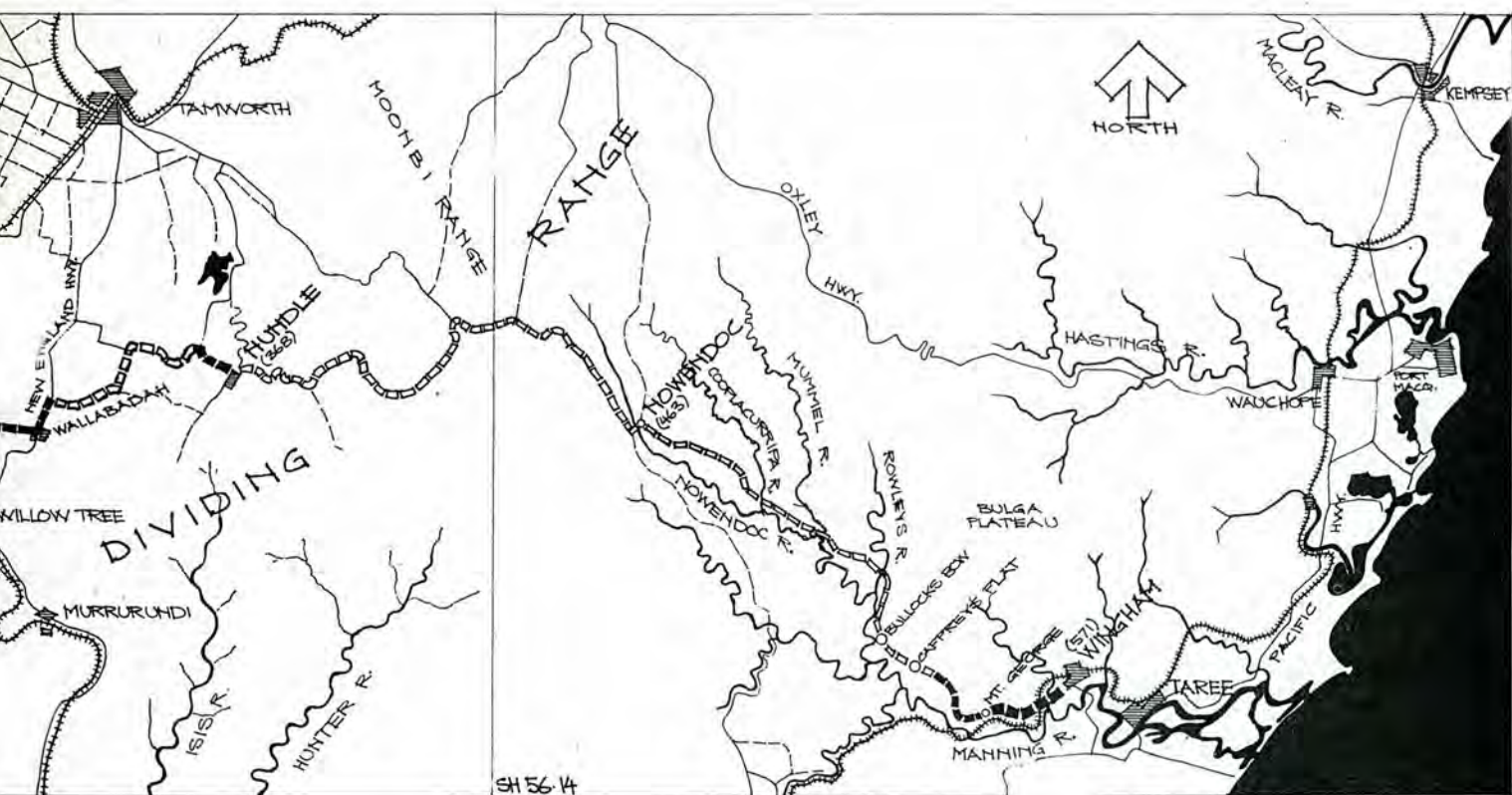
and I arrive at the Quirindi town limits and street lighting just on nightfall.

Sunday 16th May, Quirindi to Nundle 60 km.

A short day today for some relief after yesterdays long haul, also I will be out of the plains and into the foot hills of the Great Dividing Range by the time I get to Nundle.

Sleeping in at Quirindi is appropriate, it is Sunday, but not such a good day to seek a replacement spanner. I tried every garage and open store in this vain endeavour only to be met with vacant open mouthed stares of disbelief, as if anyone would even attempt such a purchase in Quirindi on a Sunday.

So I ride to Wallabadah, 18 km of sealed road through lightly timbered undulating country, top gears all the way, no wind and brilliant clear weather. It feels good to be touring on a bicycle on a day like this. At Wallabadah I tried the spanner request again only to encounter, more vacant, open



mouthed incredulous looks from the people in this highway town. Here the New England Highway must be crossed. A dangerous exercise that means sharing 7 km of very fast road with heavy traffic, up a long grade with an overtaking lane provided all the way. So I travel at an exhausting pace and find great care is needed to avoid fools overtaking in the slow lane at a stupid speed. This road is wicked for bicycles.

Tranquility returns on the gravel road to Nundle, well advertised at the turnoff as "gold country". The road is sealed for short lengths, and from some 6 km outside the town providing very pleasant cycling through lightly timbered country. I'm in Nundle by the early afternoon, enough time to inspect the rotting treasures of the local historical society, check out the caravan campers at the camping ground and to watch the sun set over the pretty little Peel River Valley from the terrace of the Peel Inn.

Here I have my first encounter with the dreaded "family on holidays". On the road they are easily identified, being contained in station wagons or vans (sometimes travelling in convoy) loaded to the brim, or over, with things and sticky children flinging abuse and surplus things as daddy speeds by with millimeters to spare in true high-speed-sunday-driver-goes-bush style. At Nundle that evening the families on holidays produced more noise than the local football team returning from an away win. The Peel Inn, despite its picturesque charm, cannot be recommended to make a

lone cyclist feel welcome — unless you enjoy being shuffled about at everyone else's convenience in the rudest possible manner.

I slept badly that night, country pubs can be uncomfortable noisy places (as this one was) and with fears of the road ahead. Nundle lies at the foot of the Great Divide, the road to the west climbing some 500m over 4 km of gravel with one very steep section of corrugated sand and hair-pin bends. By bedtime the clientele of the Peel Inn had me convinced that if I didn't expire the coming day from the strain of the climb I was sure to be attacked by wild pig, eaten by a sun-baking black snake or run over by a calf (calves were said to be the silliest things on four legs). The horror.

Monday 17th May, Nundle to Nowendoc, 95 km.

At breakfast I eat my Weet Bix with a knife and fork. The thorns from the previous days ride have caused my front tyre to deflate overnight, again, and I feel for the first time that I'm losing confidence in myself and wish for a cycling companion. A forester has offered me a ride to "the top", this I accept realising it destroys the purity of the ride, but the company is good and I'm in a terrified state over the mountain crossing ahead, my tool kit is still incomplete with associated concerns and a rapid exit from Nundle is very welcome.

The author in the rolling hills of the Great Divide.



Clarence &

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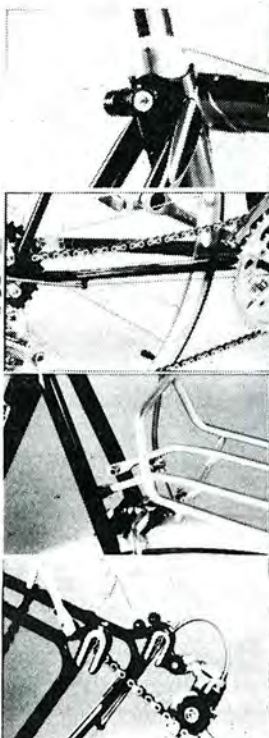
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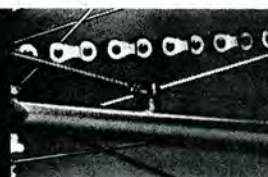


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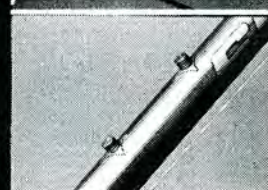
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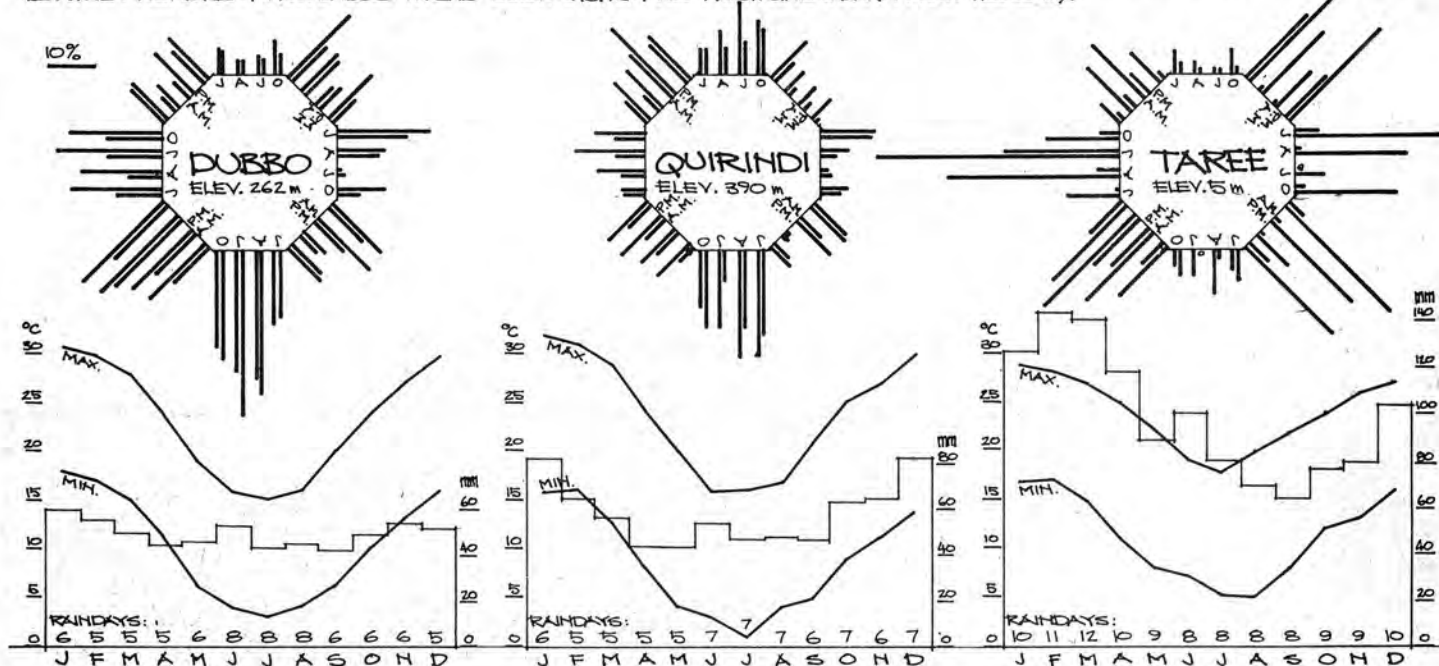


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The road to the tops is not nearly as bad as anticipated. It never is. A quick patch to the tube and I'm off through the forest. The gravel road to Nowendoc is fast, the day beautiful

and my spirits return. It's a delight to cycle those undulating hills in the high country after the comparatively featureless plains. Aside from the aforementioned families the road carries

only occasional local traffic with most considerate drivers. Being given ones rights on the road for a change comes as such a surprise its almost hazardous.

Approximately 15 km out of Nundle

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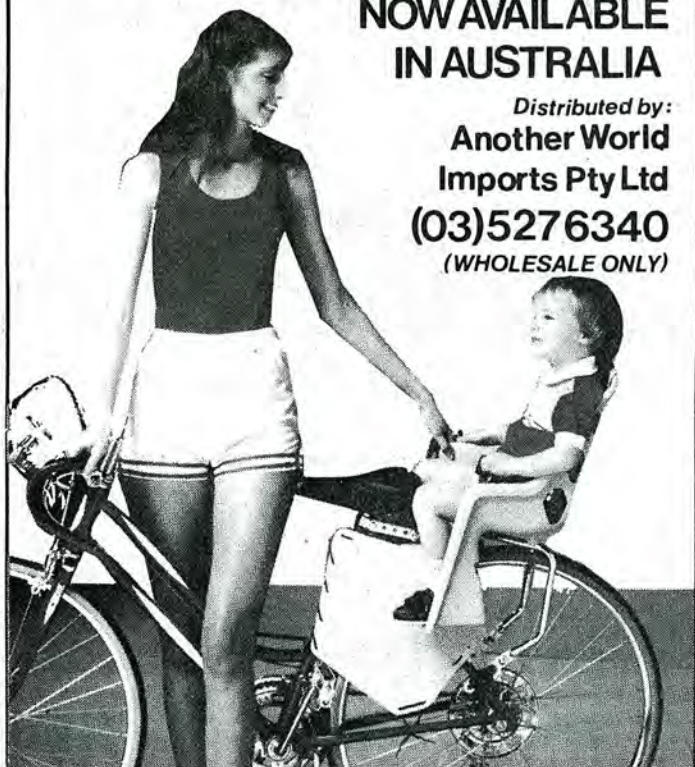
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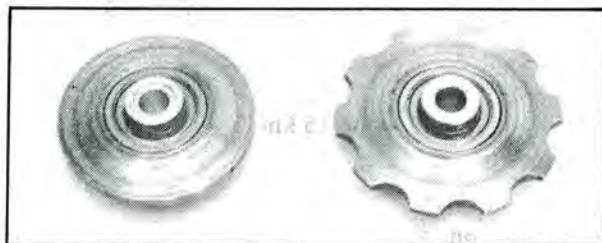
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is the Ponderosa Forest Park, well within a comfortable days ride from Quirindi. I should have camped here rather than stayed in town. Water is available from a forestry supplied tap.

Nowendoc features one general store cum garage cum post office cum bottle shop with a very sensibly located bench that has enabled the driveway to be paved with ring pulls for no cost at all. A fortune awaits some small person. Here I sat in the sun contemplating how far to venture before setting camp when a local farmer offered to "kick the dog out" for the night and offered me a roof. In fact I received a warm bed, dinner and breakfast, the hospitality of these people was tremendous.

I meet no wild pigs, they've probably fallen foul of the 10-80 baits that are advertised as having been laid, dingoes can meet a similar fate, and the black snakes are all looking very flat.

Tuesday 18th May, Nowendoc to Wingham. 108 km.

It's cold in the mornings, the frost is still on the ground as I leave Nowendoc and my hosts. But its yet another beautiful day that soon warms and so do I, having to stop every 10 minutes or so to shed a layer of clothing.

The road descends quickly at first in a most frustrating way. The sharp, rough and unpredictable gravel prohibits free running, my hands ache from continual breaking down the hill and my passage is slow. Full concentration is required to stay with the road, a great shame as the view is spectacular and the forest beautiful. I would have had no problems finding suitable camping sites some 15 km out of Nowendoc.

I find it impossible to find a comfortable pace on this road, mostly steep ups and downs as far as Bullocks Bow, careful breaking descents or bottom gear crawls. The dust from passing traffic is extremely annoying and I find myself considering the road stupid. It knows nothing about contours so just ploughs over every hill available, of which there are lots. Today's ride holds one relatively easy section, 12 km from Bullocks Bow to Caffreys Flats. Here the road follows the Nowendoc River through the loveliest little valley. Then back to the hills that gradually flatten out as the Manning River Valley opens out to Wingham.

The 108 km from Nowendoc to Wingham (100 km unsealed) has been

the most exhausting days ride of the tour, I decided to spend the night in town rather than continue to Upper Landsdowne 30 km away. A regrettable decision after the first few middies or two. The Australian Hotel features bugs in the beds, the Chinese restaurant, the only place to find food, is even worse than that at Quirindi. What is in that tasteless jelly like mess that when poured over anything (usually a pile of oily meat) earns it the label of country town chinese?

The drunken clientele of the hotel are very excited about the coming

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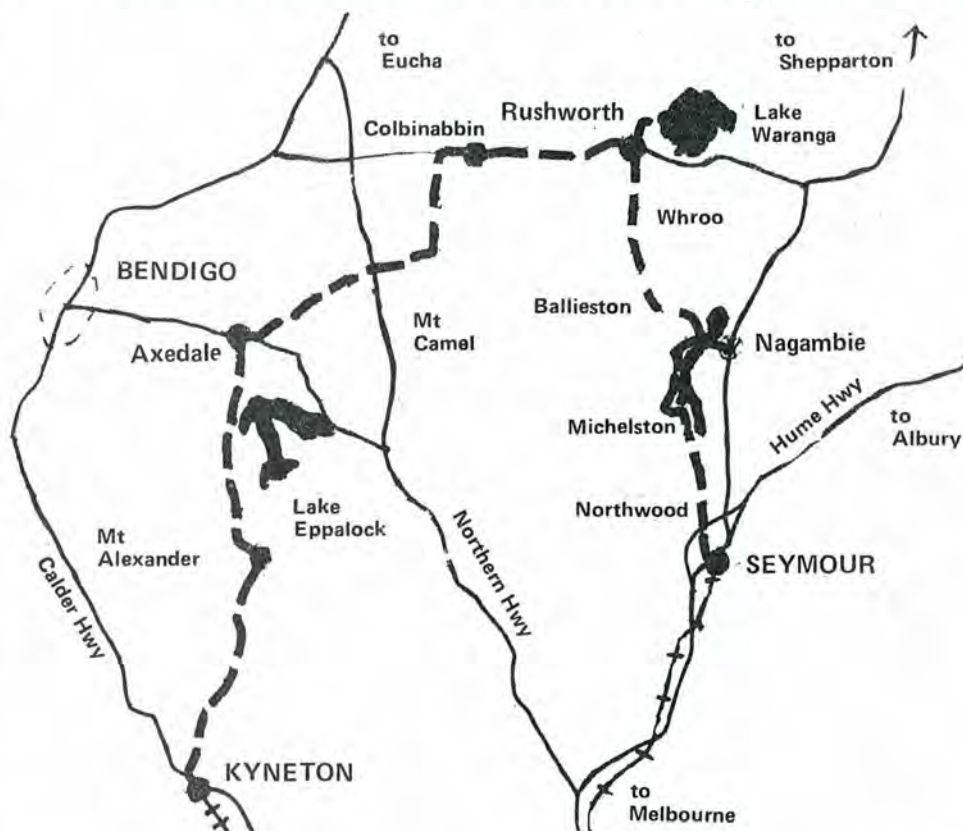
From the view-point of a touring cyclist with an interest in travelling beyond the area that can be reached in one or two days from your hometown, a conference of the Australian Cycle-trails movement represents an event worth attending if you can. One of these gatherings was held in the Snowy Mountains early last year, and prior to that at Tallangatta, on the Victorian border near Albury.

Two friends of mine here in Melbourne, Peter and Russell, had the bright idea of squeezing in a bit of touring with the conference. The idea was to catch the Friday night train from the city to Wangaratta, then ride through the beautiful north-east hill country via Beechworth to Tallangatta on Saturday. It was a good plan, and it fell totally flat in the booking office at 6.15 on the Friday night when we were told that the train was booked out. Russell went home, and then roared off to Tallangatta in his car. Peter and I rode in pouring rain back to his Forest Hill home, wondering what to do with two loaded touring bikes that had nowhere to go. After much debate and peering at maps, we reached the following conclusions. Peter wanted to pay another visit to Echuca, on the Murray river 180 kilometres north of Melbourne. En route there was an interesting area around Rushworth, 10 kilometres from the city, that neither of us had ever been to, and it also contained a section of the Melbourne-Sydney cycle-trail that was yet to be ridden. So ACT went by the board, and the following morning off we both went.

We caught a suburban train from Box Hill into the city for the 8.35 train to Seymour, and as per usual it was raining again. However, as is the way with Victorian weather it cleared once we crossed the Dividing Range 80 kilometres north of the city. When we arrived at 10.15 it was cool and clear with a southerly blowing, and after buying a few munchies we picked up the cycle-trail at the southern end of town.

The first 8 kilometres along the Goulburn river valley were very good, sealed and car-free. But at Northwood hill we came flying off the bitumen and onto a very rough gravel section that gave both our loaded bikes punctures within minutes. The road improved after a while, so we kept going past the spire of the Michelton winery and into the beautiful river-gum country around Lake Nagambie on a beautiful day. As we approached the shores of the lake Peter had another flat. I began to suspect that we weren't going to reach the NSW border after all. At 1 p.m., 9 kilometres south of

Touring Rushworth Again



An idealic campsite at Lake Waranga. Photo: P. Signorini.



Nagambie on a good piece of road, Peter's rear tyre delivered the coup de grace: it blew clean off the rim, destroying both tyre and tube, and so Peter completed the first stage of the trip rather grumpily in a car with his dismembered bike in the back. I made the same journey on two wheels, encountering several samples of one thing

this area is famous for among cycle-tourists: long, narrow and incredibly decrepit wooden bridges, the best example of this run being Chinaman's bridge 4 kilometres west of Nagambie.

When we met again outside the town's pub at 1.45 it seemed to be the end of the road, at least until we checked the town's only open garage.

They happened to have a 27" x 1 1/4" tyre, and after dispelling the visions of a chestfallen retreat back home and a quick lunch, we were on our way north again. We began by heading back out to Chinaman's Bridge, and then we turned right and headed for Ballieston, 8 kilometres away on fairly good gravel roads. We climbed very gradually out of the river valley grasslands and into State forest. On arrival we found that Ballieston consisted of a road junction and a sign-post. Undaunted, we set out for Whroo, a ghost town on top of the hills about 10 kilometres away.

There were a few surprises en route. We discovered an ancient Bendigo tram in the road-side scrub, slowly rotting away. Shortly after that we encountered a dip in the road that had flooded; there was no way around it, so we gingerly rode through it, hoping there were no submerged rocks or pot-holes. To Peter's chagrin it was deeper than his bottom-bracket.

We arrived in Whroo at 4.30. Once it had been a major gold centre with a dozen mines, many more pubs and thousands of people. Now, all that survives is a restored puddling machine, an over-grown open-cut and the mounds of the old workings. After a brief wander about the place we rolled down the north side of the hills to the town of Rushworth as the sun set.

We were still 60 kilometres south of Echuca, but we set up camp for the night in a caravan park on the shores of Lake Waranga, 4 kilometres north of the town. Neither of us were terribly concerned about our failure to reach our planned destination: it had been interesting if trouble-prone day, and so long as we had some more previously uncycled country to look at tomorrow, the direction in which we headed wasn't really that important.

I stirred in my sleeping bag at about sunrise on a chilly, misty morning. The lake was concealed under a wispy blanket that slowly broke up as we munched breakfast and drank coffee, washed ourselves and then the pots and pans, and finally went through the long, intricate ritual of packing up. We set out at 9.20 into a quiet Sunday morning, riding back into Rushworth and then heading west along the main road towards Bendigo, about 75 kilometres away. This was a fast run through flat country of browsing cows and wheat-fields, with a short break in the tiny town of Colbinabbin at 10.45. A few kilometres to the west we began to climb the only hill for miles around, a long low ridge running north-south across our course. Before reaching the crest, however, we turned south along an excellent back-road that ran for 12 kilometres to the nonexistent town of

Cornella. There were pleasant views of the largely open farming country down to the west as we ran at high speed along the flanks of the ridge.

At Cornella we could see the high point of the range, the aptly-named Mt. Camel, not far to the south, and here we turned west again, over the top. It turned out to be a surprisingly tough climb, but the road was good and the view from the top marvellous. Coming down the far side we crossed the busy Northern highway at midday. The next 18 kilometre run to the town of Axedale on the McIvor highway was mostly through gently undulating State forest, fast and fairly easy, and once over the highway a brief 5 kilometre run in a somewhat hillier area to our lunch-stop, Lake Eppalock, at 1.30.

The area around the dam wall had a good range of picnic/barbecue facilities, and we occupied a table close to the water's edge. The only problem with this spot was the wily magpie that made off with part of Peter's lunch! But while we were swapping sandwich spreads and drinking coffee the wind began to pick up, swinging around to the west, and the clouds were building up. At 2.30 we set off southward into the hills, climbing steadily and admiring the view of 741 metre Mt. Alexander to the west. An hour later we reached the top of the climb, and ran down into the Coliban river valley, a very pretty place, then climbing again on the far side to the little town of Redesdale.

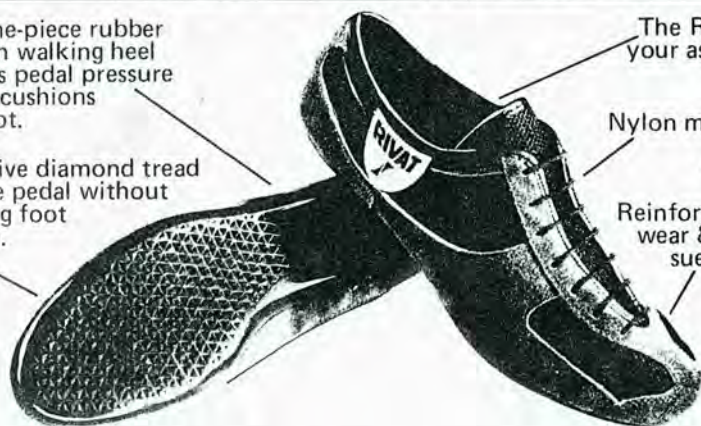
At this point it began to rain, at first gently, but rapidly building up to an out-right deluge. It was still 29 kilometres to the nearest railway station at Kyneton, and so reluctantly we wrapped up in rain-jackets and set off into the murk. As usual the waterproof jackets and gloves failed to prevent runners from filling up, fingers from freezing or spray getting everywhere. We rolled into Kyneton in grey half-light at 5.45, promptly invading one of the few open shops in the town, partly for a meal but also to warm up a little. At 6.30 we reached the railway station, discovering that the train was not due for over an hour, but the old bluestone building also had an enclosed waiting room with a heater; so we stayed. The train was on time, and I was home by 10.30.

Having bombed out on ACT at Tallangatta, it so turned out that we never got closer than 60 kilometres to Echuca, either. It hardly mattered; we had a pleasant week-end covering 210 kilometres on roads that neither of us had travelled before, seeing fresh country-side, places and people. Exactly where you wind up heading to, provided you enjoy the trip, isn't all that important.

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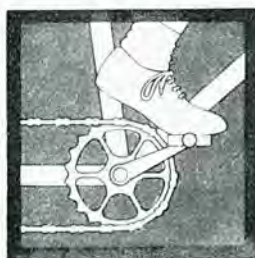
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TOSH

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Long distance touring and the cycle trials movement will get its biggest boost so far when the first Tour of the Southern Highlands will be run over Easter this year. The ride has been in the planning stages since early last year when the newly formed Australian Cycle Trails group committed itself to organize a cycle tour between Sydney and Canberra along the established cycle trails.

The ride will be the first of its kind for this country with full support being provided by the tour organizers. The ride will be assisted by ACT organizers and support vehicles to carry personal baggage and attend to any problems which may arise. Tour participants will only need to bring sleeping bag, personal clothing, eating gear, a tent, and of course a bicycle. Food (breakfast and dinners) will be catered by the ACT support crew. Riders will need to pick up lunch along the route.

The ride will commence near Penrith and riders will begin assembling at Wallacia from Thursday evening onwards. The riders will check in at the mobile ACT office and commence the ride from lunch time Friday.

The route taken will follow the

existing Southern Cross Cycle Trail to Goulburn via Thirlmere and Bundanoon then on the newly developed Snowy Mountains Cycle Trail to Canberra via Tarago.

All participants must register using the official entry form. Cost for the ride is \$59.00 per person (\$49 concession) and includes annual ACT membership fee which will assist the organization in its work. Entry forms are available from ACT, Post Office Box 57 Broadway NSW 2007.

Included in the entry fee are Canberra Sydney bike and rail fare, breakfasts and dinners, rider's kit including information brochure and commemorative cloth patch and associated costs (support vehicles, postage, administration, overheads etc).

Registrations must reach the ACT postal address by Friday 18th March. Once the maximum number is filled further entries and late entries will be returned. Cancellations will be considered as follows: Up to 3 weeks before ride full refund will be made; Up to closing date of registration 50% refund will be made? After close of registrations no refund will be made. Please note that ACT membership component of entry fee \$10 is non-refundable.

This is your chance to be one of the first 50 people to participate in Australia's first long distance organized tour of longer than a weekend's duration. Numbers have been limited this year so that planning for future and larger rides can be worked out without too much trauma. If you miss out

this year rest assured that there will be more places on next year's ride. So don't delay and send for your entry form today.

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Night on the Road

Competition Results

Among the qualities a cyclist needs is resourcefulness. Maybe you have to fix a bike in pouring rain, probably with few tools or spares; maybe you have to cook yet again a meal with the limited supplies that some parts of the world have to offer; and maybe it is necessary to sleep in strange places because the daylight has run out or the weather does not allow further cycling.

It was the sleeping in unusual places that was the subject of our *Night on the Road* competition. We asked readers two issues ago to write a short account of an interesting and or unusual night out. From the many entries we finally chose four to be published and the best of those by Wanda Berry, won a SunTour AG Touring Gear ensemble. The three runners up were Geoffrey Terry, Robin Weston and Errol Schmidt who will each receive a two year subscription to *Freewheeling*.

So here are two of the winning entries (the others will appear next issue.) Incidentally the competition was initiated by Rosemary Smith who departed for Europe soon after the judging. Rosemary who now lives in Athens is now our European Contributing Editor.

We can look forward to more interesting European nights on the road from her.

by Wanda Berry

At 4.00 p.m. on a fine afternoon in July, Anne and I crossed the border to Switzerland.

We immediately came upon a little village with a bank, food stores, pub and a tiny bicycle shop. We set off for the bike shop to get a few minor repairs done to my bike. People must have come for miles to get their bicycles fixed here because for every house we saw in the village, there were about 20 bicycles waiting for repairs! The friendly man was obviously overworked and we didn't mind waiting

half an hour for my bike. Besides, the heavens had just opened; and so had the pub and it looked much warmer in there than anywhere else. "Take your time with my bike!"

The man's half an hour turned into one and a half hours. Well . . . these things happen . . . we weren't having such a bad time anyway. We'd wait.

At 8.30 p.m. we were both road-borne again and waved goodbye to the bike man and the pub lady. We guarantee the beer and soup at that last establishment.

It didn't take long to find a tent

site. Only 3 kms, in fact, before we decided we'd gone as far as we wanted to and the trees just off the road looked friendly enough. There was not a farmhouse or any civilization to be seen. As we were putting the tent up I noticed a number of rocks, about five feet high, 150 metres away, with a large iron door in one. Curiosity overcame me and I tiptoed up to them, conjuring up visions of treasure chests and pirates sitting inside the caves. (Pirates in Switzerland?) Once I got to the door I could see that they were indeed caves, minus the pirates.

At 1.00 a.m. I was woken by two sets of headlights and car doors being slammed. I woke Anne. (It's far better to be scared together.) We listened and watched as the cars drove up to the cave and the enormous padlock and doors creaked open. They unloaded several very heavy boxes and seemed to take them down the cave tunnel-ways I had seen. Not a word was exchanged between the people. They were soon out of the cave, into their cars and away again. Who said Switzerland doesn't have pirates?

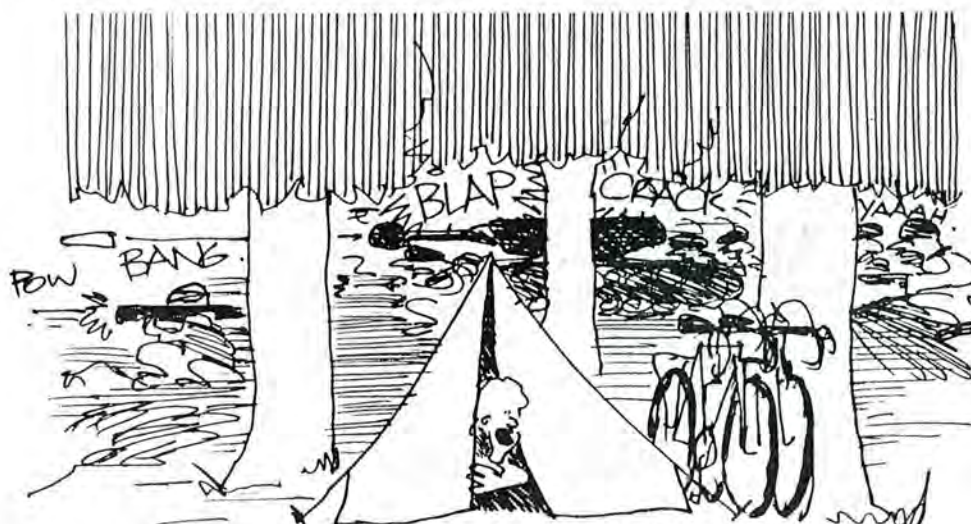
It wasn't long before snores reigned again inside our tent. But five hours later Anne woke me up. "There's an Army outside our tent!" I would have believed just about anything . . . but that. However, there is no mistaking an Army when you see one. Even at 6.00 a.m. in a foreign language and the pouring rain. They were making too much noise, carrying too many guns and doing too many calisthenic-type exercises to be anything but the Army.

As we were waiting for the clouds and the crowds to disperse, we decided to read a bit about Switzerland from a Guidebook. The chapter opened with "You have probably just come across the border from Austria." We had. "You may have learned that Austrian land is everyman's land and you may pitch your tent wherever you want to." We had. "However, under no circumstances do this in Switzerland. It is against the law to pitch tents anywhere except in designated campgrounds." We had. We'd done even better than that. We'd pitched our 'inconspicuous' bright orange tent in the middle of the Swiss Army's exercise field. An hour of exercises later they started target practice. We felt it time to leave — rain or no rain.

A NIGHT IN A BALINESE VILLAGE

by Geoffrey Terry

I'd borrowed a heavy duty, Indonesian made single gear bike, from my 'Balinese family' in Denpasar, and ridden to a village called Penestanan.



WE HEARD OF IRATE LAND-OWNERS. BUT THIS IS RIDICULOUS

Now, on the second day, at the crack of dawn, I was on my way to Kintamani, high in the mountains. Near the town of Ubud, I branched off the road onto a foot track which went all the way to Kintamani, passing through about a dozen villages, quite remote to the general tourist. With the sun just coming up, it was really beautiful riding up the gradual slope on the well beaten path through the terraced rice paddies. Up ahead, magnificent views of the mountains rising out of the mist, the highest being 'Gunung Agung', the abode of the Gods — the holy mountain of Bali — altitude about 10,000 feet. Surprised looks on the faces of people passing by on their way to Ubud market. Maybe the first time they had seen a touring cyclist on this route.

After a couple of stops for tea at 'warongs' (roadside stalls) I arrived at a village called Taro. As I sat at another 'warong', having a drink, I was joined by Budi, who had a small tailor shop opposite. After the usual set of questions — where are you going? what's your name? etc — Budi kindly asked me if I would like to stay at this parents' house for the night. So, noticing stormclouds gathering on the

mountains and feeling a bit weary, I accepted gratefully.

I met Budi's wife and baby and found out that they slept not at the house, but in a tiny room at the back of the tailor shop. Then one of Budi's brothers appeared to escort me to the family house nearby. On arrival I received a warm welcome from the rest of the family — mother, father, uncles, aunts, more brothers and sisters, children, dogs, pigs and chooks.

A typical Balinese house consists of maybe seven separate buildings surrounded by a high mud brick wall. The front entrance is usually a raised platform reached by three or four steps. The gate of a well-to-do family can be an imposing affair of brick and carved stone. But more often, as in this case, it consists of two simple pillars of mud supporting a thick roof of thatch. Directly behind the doorway is a small wall (aling aling) that screens off the interior and stops evil spirits from entering, as luckily they can't go around corners!

Later I was served a simple meal of rice and vegetable, called 'nasi campur', on a piece of banana leaf, which meant no plate to wash up and later something for the pigs to chew on. After that, most of the family gath-

ered round to find out more about, and to look at, the strange 'orang puti' (white man) who had arrived by 'sepeda kaki' (bicycle leg-foot). I was able to respond to their questions in my fairly basic Indonesian. The Balinese villagers being an early to bed, early to rise people, I wasn't kept up long, and a comfortable bed had been prepared for me in the 'bale (barlay) sekenam', a kind of guest building, also used as a laying out place for the dead!

I don't know a more safe and secure place to sleep than as guest in a Balinese house in a Balinese village. You, and your valuables, are completely safe, you really feel it! The whole island and its people were once renowned for their honesty. But there has been a gradual deterioration as the tourist trade grew. Now you have to lock up everything if you are in the popular tourist spots of Bali. This is one of the bad things that have been introduced to Bali from outside. There is a story of one of the earliest cruise ships visiting the island in the 1930s, having invited a Balinese orchestra and dancers on board to perform. When they went ashore one of their valuable drums had been stolen by the tourists.

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World Bike Ride Update JAPAN

The World Bike Ride is still in progress. In our last issue one of its members now in Japan wrote of their experiences touring in

the northern island of Hokkaido. In this WBR Update the riders are touring through Japan's main island of Honshu.

by Christopher Williams.

West of Tokyo and north of Kyoto is an area of bays and coastline unsurpassed in beauty we have seen so far, in Japan.

The section from Tsuruga to Tottori along the coast is approximately 280kms of continuous ups and downs, passing numerous small fishing villages and farming hamlets.

Beautiful? To the unknowing eye, yes, but to anti-nuclear bike riders not so because just over that mountain to the right, the one with all those power lines going over it, lies 'you know what'?

You guessed it! Between Tsuruga and Tottori there are eight (8) nuclear power plants, seven of which are currently operating. One, the Mihama No. 1 was closed down last summer because it was proved by the local anti-nuclear group to be unsafe — too many accidents. Hence Disaster Area. You can't eat fish in Wakasa Bay, between Tsuruga and 60kms west, or often even catch any there, so polluted and radioactive is the water. Also, the Japanese (and us Wooboras) eat a lot of seaweed, known as *nori*. When the Tsuruga No. 1 reactor (Boiling water reactor, 357 Mwatts capacity) discharged its stored radioactive primary cooling water into the bay in 1981, the local fisher people were paid off for their loss of catch that season (they were forbidden to sell any of their catches) and told that everything would be alright thereafter. It's a pity they were unable to tell the sealife,

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the mussels, the crayfish, the seaweed, etc, the same story.

Of course there is an active anti-nuclear power plant group in Tsuruga. We met a few of them, but what of the majority of the townspeople? The government and electric power company officials proclaim that nuclear power is safe and clean and necessary for the Japanese economy, and many Japanese do not question those 'in authority'. It is a part of their social upbringing.

Across the next headland is Mihama No.1, No.2 and No.3. In 1973 No.1 (pressurised water reactor (PWR) Capacity: 340 Mwatts) shut down because of two accidents: 1. Broken steam turbine. 2. Fuel core damage.

Accident 1 was concealed by the company for seven years and accident 2 for 3 years. Finally, accident 1 was leaked by an anonymous plant engineer in 1980. This led to a massive drive by locals to have petitions signed to close the reactor down, which proved successful this summer.

The list continues. 50kms west we find Takahama 1 and 2 (2xPWR; 826 Mwatts). In 1979 the No.2 reactor "leaked" 80 tonnes of primary core cooling water into the containment vessel. The mop up this spill and repair leaking pipes, the power company employs young or over 50 year olds as day labourers who receive their yearly radiation dose of 500 mRems (milli Rems) in 10 to 15 minutes! If they get sick later, as 'day workers' they are not entitled to any worker's compensation or sickness benefits. The 80 tonnes of radioactive water was discharged into the bay, little by little — when nobody was watching.

All this along a *Quasi National Park* whatever that means.

With facts such these we are only more determined in our bike ride to see a nuclear free future. We feel sometimes frustrated and depressed along with the local people who must live under these radioactive nightmares.

Here in Hiroshima, it is hard to believe that an atomic bomb virtually wiped out the whole city 37 years ago, but it is a fact that over 150,000 people died, many of them a quick death.

But death by cancer is not quick and this is the fear that hangs over these people we have met, living near nuclear power plants. How do they win against the glossy P.R. propaganda rooms at the power sites and the lies and bribes of the electric power companies and governments?

We think that truth and justice, spread by honesty and 'People's Detente' will succeed in the long run, if we keep up the struggle.

But, how many more must suffer??



Left: Three of the WBR riders enjoy a quiet rural Japanese road. Japanese vehicles use left hand side of road as with our country. Above: A group of cheerful Japanese children welcome a WBR rider in one of the many towns visited.

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Keeping up with the Joneses Through the Pilbara

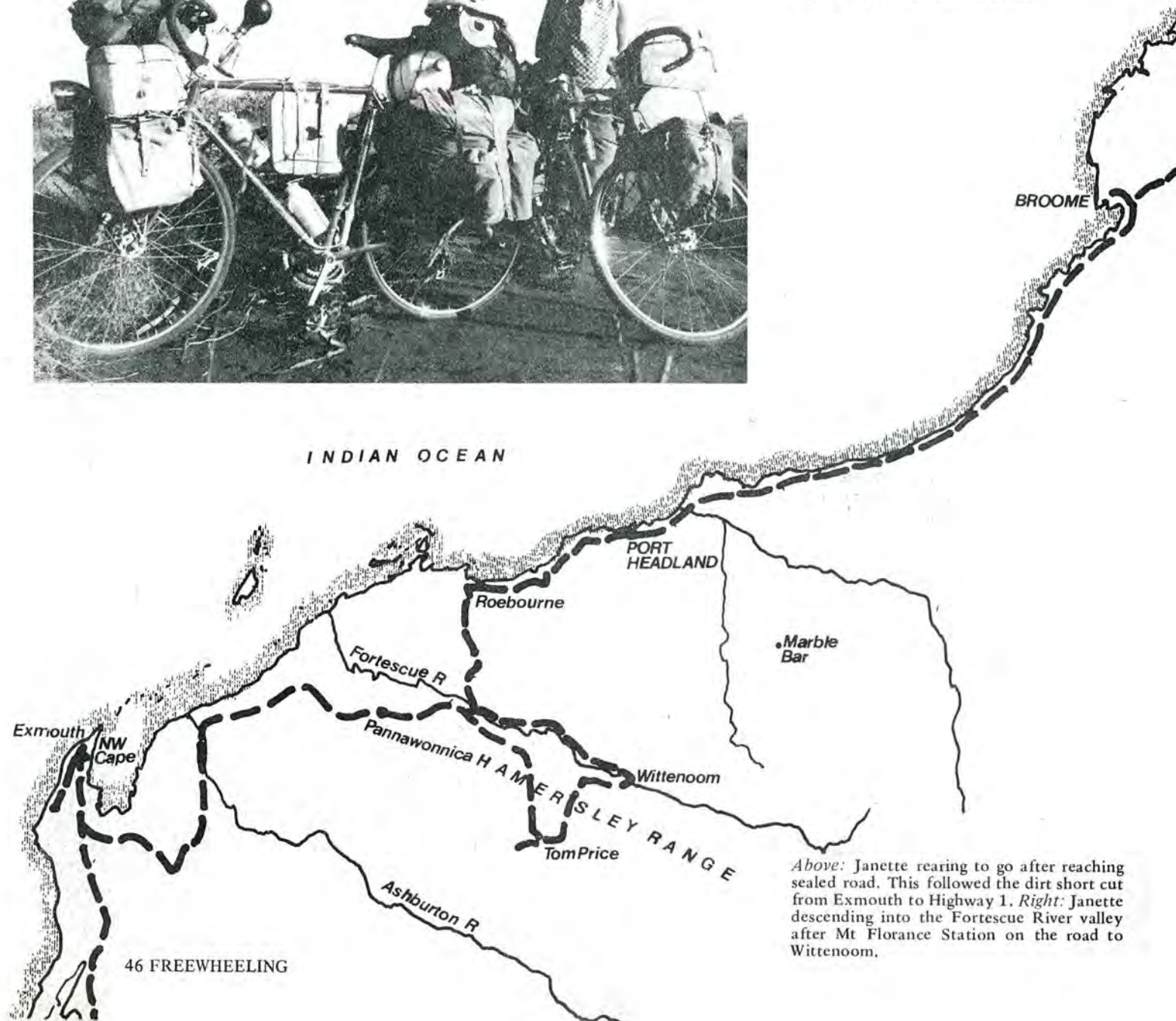
Neil and Janette Jones are cycling around the continent. So far their journey has taken them from the green coast across the western plains to the salt bush country of the Nullarbor and beyond. In our last issue Neil recounted their journey through the South West.

In this episode they reach the Pilbara region one of the oldest geological areas in Australia and the scene of intense mining operations to win some of the vast quantities of iron ore which are deposited in the area.

The Pilbara was to be their initiation in to the wondrous world of dirt road riding.

Our introduction to the Pilbara was the North West Cape. More infamous in the east for its U.S. naval communications station there are more natural reasons for pedalling up the Cape. Along its spine is the Cape Range. From the peaks of the range down to the west coast is the Cape Range National Park.

Cape Range opens up the spectacles of the many ranges of the Pilbara region. Deep canyons fall away from each side of the road as you climb up the Charles Knife Road on the eastern side of the range. This road and Shot-hole Canyon are an excellent day ride from the town of Exmouth.



Above: Janette rearing to go after reaching sealed road. This followed the dirt short cut from Exmouth to Highway 1. Right: Janette descending into the Fortescue River valley after Mt Florance Station on the road to Wittenoom.

Followed by a few days spent on the western side of the range, a good week of sightseeing can be spent on the Cape. The national park provided few amenities for campers and wood fires are not permitted. What's more water is only available at a permanent bore a few kilometres inside the northern boundary. Regardless of these inconveniences and the camping fees, days spent in the park are excellent. Exposure of the northern end of Ningaloo Reef (coral) at low tide varies the potential activities. Swimming, fishing, snorkelling and rock-hopping at low tide can be mixed with dry hikes into the gorges of the range. It's a unique feature of this park.

After a week up on the range its 221kms. by sealed road back to the highway. A better alternative in dry weather is to cross the Sandalwood Peninsula by dirt road. This route in the beautiful red dirt country turns east 54km. south of Learmonth RAAF base.

Approximately 80km. of mostly good hard packed dirt will take around 7 hours to ride, including breaks. Light traffic reduces dust problems. Even so, you know you're not too remote when you're passed by a Grace Bros. removals truck. Reaching Barradale Roadhouse on the highway, 300km. north of Carnarvon, spells the end of salty bores and waterholes. A delightful 74kms. to Nanutarra Roadhouse and the Ashburton River, has welcome fresh waterholes—swimmable as well—and the promise of more to come.

From this point on, the choice of route into the Pilbara proper is made. We chose the route via Pannawonica on the Robe River. The Nanutarra to Tom Price road is the major route taken by road trains, workers and tourists alike. To avoid the resultant dust Pannawonica seemed better. The views from the highway to the Robe River whet the appetite for the taller peaks of the Hamersleys. In June there

was water in the Cane River, Warrambo Creek and Robe River beds. Such a great change from the salty country of Carnarvon and further south. The 48kms. of dirt to Pannawonica are good if corrugated at times. Passing a small gap in the ranges and mesas left and right makes for a pretty ride. The town itself has a well stocked supermarket, P.O. and garage.

The three national parks, Millstream, Hamersley Ranges and Chichester Ranges were our major destinations. Each proved magnificent in very different ways, giving us ironclad reasons for launching into 1,000 kms. of dirt. The miners had ironclad reasons for being there too. Their work is situated in some of the most spectacular areas. Consequently the mining operations seem perverse and rapacious. Modern prospecting methods here are creating ecological chaos as roads and seismic survey tracks are carved all over the fragile country, but that's another story. Our first objective was Millstream and like electricity we wanted to take the shortest possible route. This meant following the private mine road, past the minesite, along the Robe River Railway line to turn off to Millstream in about fifty kilometres. Firstly permission and accurate directions are needed to know which way to go. Permission we did not have causing embarrassment when pulled up by the safety officer 5km. from Pannawonica.

His main concern was for us to miss the "haul roads", where the ore trucks are working. The directions we had from a mine worker were accurate so we assured the officer of our intention to miss the mine site so he was satisfied. Shortly after we turned off the mine road and began the roller coaster ride following the railway line. With the short climbs of fifty metres (many so steep the rear wheels couldn't grip), Janette unfortunately lost use of her two bottom gears on the rear cluster as her derailleur attempted self destruction crunching in the spokes. A bit of bending got two out of the five gears going but the *get off and push gear* got more use than it had had in years.

It was while on these ups and downs that we discovered some of the

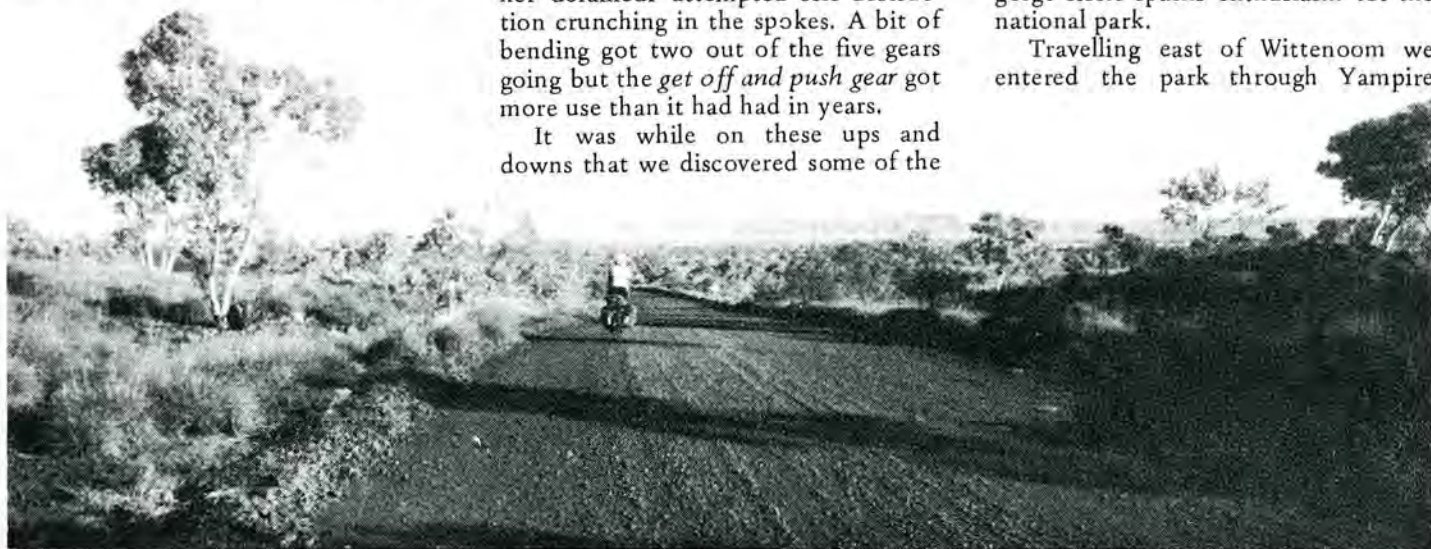
pleasures of the north-west. After labouring up the mini-hills, hardly noticing the downs we turned off the road into a gully to camp. It turned out to be an idyllic billabong with shady ghost gums and soft grass, amidst the surrounding rocks and spikey spinnifex. We were beginning to doubt the widespread belief that this was hard cycling country.

The next day took us to Millstream and along the way our first Sturt Desert Peas. At Millstream the famed Crystal Pools were being decimated by uncontrolled trampling by tourists. It's desperately in need of takeover by the National Parks administration. Millstream National Park is ten kilometres away, comprising the large pools of the mighty Fortescue River. Crossing Pool and Deep Reach Pool are clear, deep and fresh stretching some five kilometres in length between them.

From Millstream it was on toward Wittenoom along good dirt road. Some good campsites by waterholes exist if you can work out where to look. Freshwater bores near Mt. Florance are good sources of water too. The major tourist roads in the Hamersley were reasonably uniform in quality. "Good" to us meant no getting off to push, only occasional corrugated, rocky, or soft patches and comfortably achievable 80km. days. Bores were our major sources of water and food for a week was packed away at each town.

Wittenoom was a gross disappointment as towns go. Few provisions in the one general store meant pedalling the Hamersley Ranges National Park on white bread, white flour and white rice. Believe me you get a lot further on wholemeal. Wittenoom has an excellent pub and a superb setting. Despite the wish too hold our breaths for fear of asbestosis we cycled up Wittenoom Gorge. Power lines and mine tailings marred the scene but the gorge itself sparks enthusiasm for the national park.

Travelling east of Wittenoom we entered the park through Yampire



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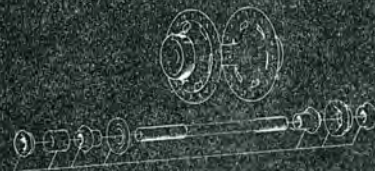
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Gorge. A week only allows you to see the best of the accessible gorges and little time for leisurely walks. Staggering in their depth and extent the gorges tempt you to stay longer. A climb up Mt. Bruce is obligatory to cap off the park. Again the view is superb, the colours and the ruggedness will get you every time.

To restock on food and pick up a new derailleur in the post for Janette we headed for Tom Price. This modern mining town may look like some middle class suburb but the surrounding landscape is amazing. Rugged ranges and tilted bedding pointing to the cloudless sky. Visually its full of energy and colour. The wildflowers are the icing on the environmental cake.

Happily Janette's derailleur was still going to take another week to arrive. A good excuse to head bush for a week armed with topographic maps from the Post Office to find our way through the labyrinth of station tracks and prospector's highways. We spent three days camped by a billabong on the Beasley River, a day's ride west of Tom Price and in the lee of Mt. Turner. Noisy donkeys at three in the morning were a nuisance but peace and quiet were the norm.

After a good holiday off the bikes we headed back to Tom Price. Twenty kilometres out Janette's derailleur finally destroyed itself completely. We removed some links but there was only one gear and the hope of a new remained derailleur. Noel McFarlane's parcel finally came and Janette had fifteen gears again. A pair of Bunyip front panniers from Noel's shop in Newtown, Sydney meant I didn't need to keep strapping my old panniers together with ocky straps anymore.

A rack breakage, this time with Janette's rack has to be welded back together. Three breaks in the last 400 kms made us very appreciative of spare nuts and bolts with which to make on-the-road repairs.

Although the track to the Beasley River had many washouts and was slow going the absolute lack of traffic inspired us to search out alternate route back to Millstream. From topographic maps purchased at the Tom Price post office we found a route through Calawingina Gorge.

In theory it looked easy. The riding was fine but roads had disappeared and others turned up in their place. The effects of dreaded prospecting companies. Compass bearings became necessary to assure ourselves of our position. Once we reached the entrance to the Gorge finding our way was easy. The entrance is only some fifty metres wide amongst a range hundreds of kilometres long and at

We make bicycle parts as though we're coming along for the ride.



Above: Janette passing one of the mesas mined for iron ore at Pannawonica, *Below:* Neil overlooking Crossing Pool at Millstream National Park.

that point a thousand metres high. Easily recognisable peaks made taking compass bearings possible.

Cycling through Calawingina Gorge is a pleasure probably unrepeatable anywhere else: No cars, a solid surface, often a fast ride, surrounded by tall mountain peaks and flat topped mesas. They were all close in and the effect is womb-like in the warmth of the red earth and the winter sun. Frequent washouts make it slow going and approaching Calawingina Springs creek crossings become wider and looser with flat shingle stone beds. Our bikes were heavily laden but handled this terrain well. Only a few times was it necessary to get off and push and for only 100 metres at a time.

Calawingina Springs was a necessary water stop to afford a relaxed ride to the plentiful bores of the Fortescue River. Screeching corellas made a long stay at the warm waterholes of the springs impossible. We camped further up the track that evening.

Next day saw us exit the gorge in spectacular fashion. We followed a service track beside high tension lines that sometimes invaded our views through the gorge. This was the route out recommended by a dingo trapper we had run into the day before. The only people we saw in the gorge, he and his wife and daughter were up for a week of trapping from their home in Roebourne near the coast. The track out meant some steep pinches climbing up away from the creek but this permitted an unparalleled view of the range. The track brought us out half way up the escarpment and followed a contour along the edges of steep spurs almost hanging above the floor of the Fortescue River flood plain below.

So we dropped down into the valley and turned west with the Fortescue. There was no lack of bores once we reached the actual river bed. Another night spent by the river, next

day we pedalled via the north shore of Deep Reach Pool. A back road again took us up to the Chichester Rangers. The national park in these ranges has some of the most astounding mountains. Seemingly all cut off at the same height they drop sharply down to Python Pool, an excellent lunch stop. From here the road winds through low hills that rise steeply to black capped peaks. It firstly looks like burnt off grassland but in the tops are strewn with large black-brown boulders. Words can't recreate the images of pedalling through such unusual scenery. Now five and a half days cycle from Tom Price we camped on the banks of the Jones River, a short day's ride from Roebourne.

After close to 900 kms. a dirt roads and minimal traffic the sealed road was boring and monotonous. Cars and trucks went like rockets and the mountains quickly retreated in the distance. Still, we had lost our dread of dirt roads. We began to scan maps for more dirt that would get us on our way. In mind of course were criteria such as water, scenery and road conditions. We owned a lot of our initial confidence in tackling such roads to Sandra Sait and Paul James. It was confidence drawn from their experiences cycling the Oodnadatta Track between Port Augusta, S.A., and Alice Springs.

We had met Paul and Sandra in Geraldton and pedalled some of Kalbarri National Park together. With different plans and cycling set ups our paths could only cross again in Carnarvon and the Hamersleys.

Now apprenticed in dirt riding we look toward the Gibb River Road through the Kimberley in the far north-west of Western Australia.



BICYCLE GEARING EXPLAINED

All About Freewheels



The massive SunTour 14 - 38 AG
— life size.

Previous issues have dealt in turn with various parts of the bicycle which make up the gear transmission. This article continues the series with a look at freewheels.

Prior to the invention of the freewheel, bicycles had fixed gearing mechanisms. On a closed track this was a good arrangement and to this day fixed wheel track racing bicycles are used exclusively. On the open road such is not the case.

For fixed wheel bicycles the problem is that the pedals are always turning. Before rim brakes were commonly fitted, the main means of pulling oneself up was to try to retard the motion of the bike through the pedals. On long down hill sections this was very tedious work and if one chose to coast and lift legs clear of the whirling pedals it was often impossible to get them back in quickly enough to avoid a disastrous accident.

The freewheel did not appear on bicycles in this country until just before the turn of the century. The first overland crossings of the continent were all undertaken on fixed wheel machines, an amazing achievement

considering the poor roads of the time.

Single speed freewheels enjoyed a long popularity before the mass acceptance of the derailleur and multiple speed gearing.

Initially two, three and four speed types were available but with the refinement of chains and derailleur designs the industry internationally settled on 5 speed freewheels. A further refinement was the introduction of 6 speed freewheels requiring a wider hub axle and greater distance between the drop outs. (126mm for 6 speed and 120mm for 5 speed standard.)

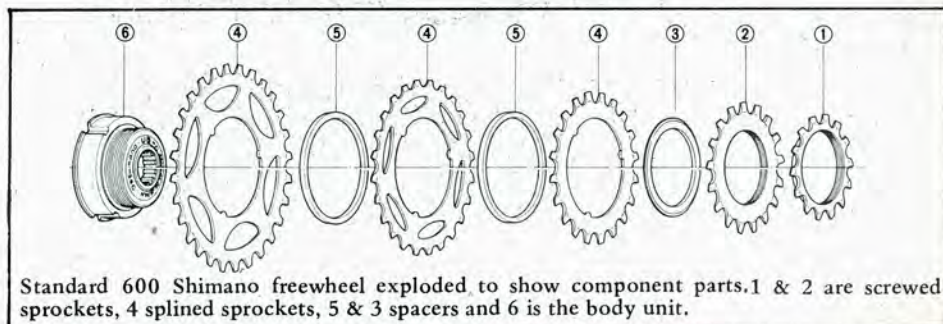
The recent introduction of the Ultra six and seven freewheels from SunTour of Japan has changed all of this. The further introduction of light weight freewheels — used mainly for racing has added further to the range.

Shimano, another large Japanese freewheel and bicycle components manufacturer has changed things even further by throwing away the concept of a separate freewheel and building the body part into the hub. This is known as the *Freehub* system. The Freehub has a removable 'cassette' system where the sprockets themselves are bolted together and splined onto the freehub. Rather than removing the entire freewheel unit from the hub, this system removes only the sprockets.

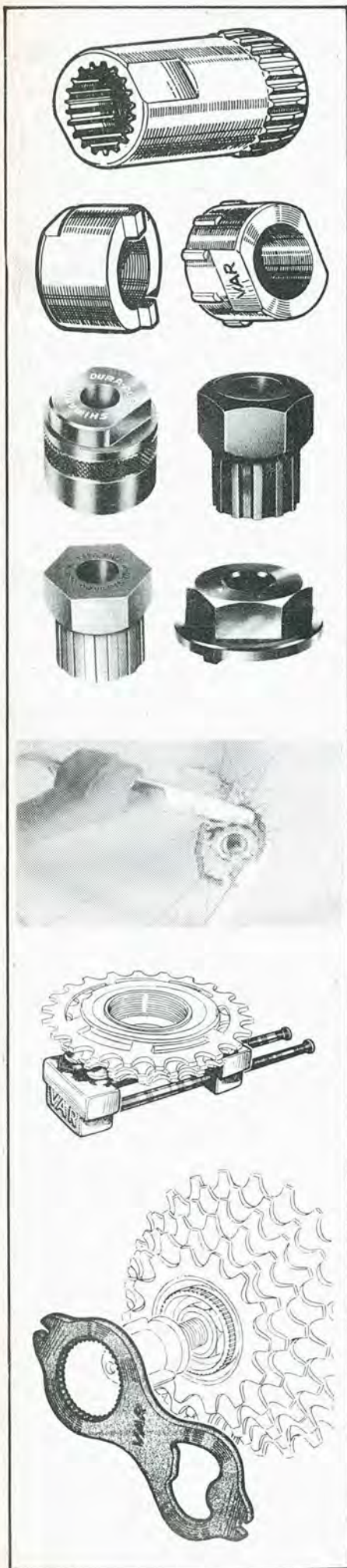
A similar arrangement to the Shimano system has been developed in France by Maillard. Their system uses a much simpler disassembly locking device. Rather than removing the first cog as in the Shimano a special tool is used to remove a small lock ring. The sprocket assembly uses a special helical spline to attach to the free hub.

The main advantage both the Japanese and French freehub systems share is that the freewheel does not overhang the bearings. Because the mechanism is part of the hub the bearings are placed at the outer edge close to the lock nuts. An added advantage is that the inner sprocket is mounted closer to the hub flange thus the flanges can be made further apart adding to the rigidity of the wheel spoking.

Another European freewheel manufacturer Regina is also about to re-



Standard 600 Shimano freewheel exploded to show component parts. 1 & 2 are screwed sprockets, 4 splined sprockets, 5 & 3 spacers and 6 is the body unit.



lease a cassette freewheel but details of this system are not yet available.

Standard Type Freewheels

Standard screw on type freewheel units are made by all of the major manufacturers of freewheels. These include two Japanese companies Sun-Tour, Shimano and three Europeans, Zeus, Maillard/Atom and Regina. Freewheels screw on to the hub using a particular thread size. Most of the freewheels and hubs used in this country use the standard English 1.37" x 24tpi (34.8mm x 1.058mm) thread. Some French bicycles imported into Australia during the 1970's (Peugeot particularly) use French screw thread. The two thread sizes are incompatible and if you cannot secure a French freewheel for your Peugeot hub you may be up for both a replacement hub and freewheel.

Standard freewheels come in 5 and 6 speed versions and Ultra 6 and 7 speed (narrow) but more about the Ultra later on.

Each company makes a range of freewheel sprocket size combinations ranging from the single step 14-18 racing model to the wider 14-34 and 14-38 touring type.

Maillard/Atom

This French manufacturer makes a wide range of freewheel types and sizes. The Atom range is usually in the lower price bracket. Atom also make a heavy duty version for use on tandems.

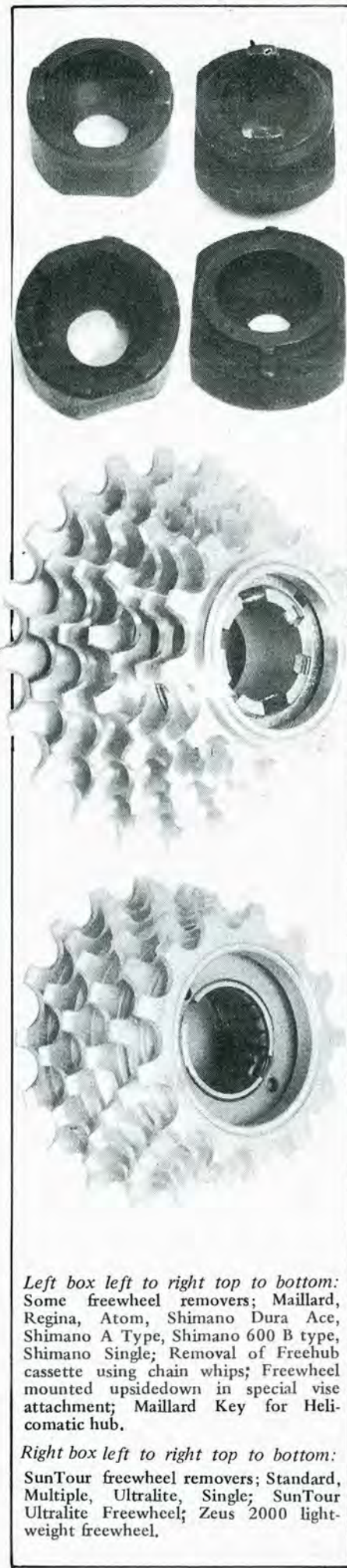
Zeus

Up until recently the only ultra light weight freewheel available was the Zeus 2000. This freewheel uses sprockets made from Super Earlumin II a type of toughened alloy. Also available is the Zeus Criterium. Both models use a common freewheel body and on five speed models only the smaller sprocket is screwed on over the other splined sprockets.

The Zeus system is relatively simple for interchangeability as all splined sprockets are the same fit. For six speed freewheels a special screw on sprocket is fitted to the top screwed cog. The alloy 2000 sprockets are available from 13t to 26t. Made to order freewheels can be obtained through Zeus dealers and single sprockets can also be obtained usually on special order. Zeus freewheels use a splined type Zeus removing tool.

Regina

This Italian company makes high and medium quality freewheels mainly in racing type ratios. The large number of different sprocket thread sizes and spacings make interchangeability and the building of special freewheel ratios



Left box left to right top to bottom: Some freewheel removers; Maillard, Regina, Atom, Shimano Dura Ace, Shimano A Type, Shimano 600 B type, Shimano Single; Removal of Freewheel cassette using chain whips; Freewheel mounted upsidedown in special vise attachment; Maillard Key for Heli-comatic hub.

Right box left to right top to bottom: SunTour freewheel removers; Standard, Multiple, Ultralite, Single; SunTour Ultralite Freewheel; Zeus 2000 light-weight freewheel.

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almost impossible. You will be very lucky to find a dealer who will be set up to do this anyway.

Shimano

Older style Shimano freewheels are still commonly available despite the wide use of that company's cassette freehub system. There are basically three types, each with its own freewheel remover.

The older type A freewheel is now almost unobtainable. To remove this type of freewheel from a hub, the axle spacer must be removed in order to fit the freewheel remover into the splined freewheel body.

The most commonly available type is the Shimano B type or UG freewheels. They are designed to be used with Shimano's Uniglide chain and feature a twisted tooth arrangement on the sprockets to assist gear shifting. The type B freewheel remover can be fitted over the axle lock nut. Freewheels are available in limited sprocket size combinations compared to the Freehub system.

The other standard Shimano freewheel type is the 600UG or Dura Ace type. These freewheels use a similar body and a boss type freewheel remover tool. As with the conventional UG type these also feature twist tooth sprockets. The Dura Ace type is available in 5 and 6 speed versions and replacement/interchangeable sprockets are not easily available. The body uses one splined size for the two bottom sprockets and two sizes of screwed sprockets. Both Dura Ace and 600 type freewheels are available in only a limited range of size combinations (mostly racing ratios).

Both feature twist tooth sprockets and should be used to advantage with Uniglide chains.

Shimano Freehub System

As mentioned previously this system uses a removable sprocket arrangement onto a special hub. The system allows great flexibility in building up custom 'freewheel' ratios. The only drawback you will encounter will be availability. Some ratios are sold as cassettes where the sprockets and

spacers are riveted together in a single unit. Because of the single spline size and screw on top gear size it is not a complicated process to use this system. Any dealer who has a well stocked sprocket board will be able to help you fit out your custom gearing.

There are size differences between Dura Ace and 600 series so check with your dealer before mixing systems.

SunTour

This other large Japanese freewheel manufacturer has recently added a new dimension to freewheel design with the introduction of its Ultra 6 and 7 series freewheels. The system works by reducing the spacing between the sprockets and using a special narrow chain. The Ultra 6 chain made by HKK was initially prone to stretching and stiff link problems but this seems to have been rectified to some extent. The Sedi-sport chain will also work well on Ultra 6 freewheels.

The Ultra models use a New Winner type freewheel body. This new design body is different from most other types in that it has larger ball bearings (1/8" compared to usual 3/32") and has a bearing adjustment setup which does not use spacers (shims). Usually freewheel bearing settings are made in the factory by tightening down the lock cone onto a spacer or shim. This means that if you wish to readjust a worn freewheel you will need to remove some spacing from inside the body. This is not often successful and the best thing to do with a worn freewheel body is to throw it out.

The New Winner body is a different matter. The bearing cones are adjustable using a special cone spanner and the more precise design enables the body to be used for a longer period.

Freewheels are open to much abuse and wear and you should closely inspect the bearing adjustment on any body before considering replacement of sprockets only.

Of all the freewheel types the New Winner/Ultra freewheels (with the exception of the Shimano Freehub System) offer the best opportunities for sprocket replacement and custom freewheel building. A word of warning though: don't think that you can sit down with a pocket calculator and work out a set of sprocket sizes and have it built up. Replacement sprockets sprockets come in a wide range of set sizes and not every sprocket size is available. You can also cause much heartache to your dealer if you are experimenting with unworkable combinations. Unworkable means that you have chosen sprocket sizes which present shifting problems for the chain and derailleur (for example the jumps between a 24 tooth sprocket and a 32 tooth sprockets on an Ultra spaced freewheel is excessive).

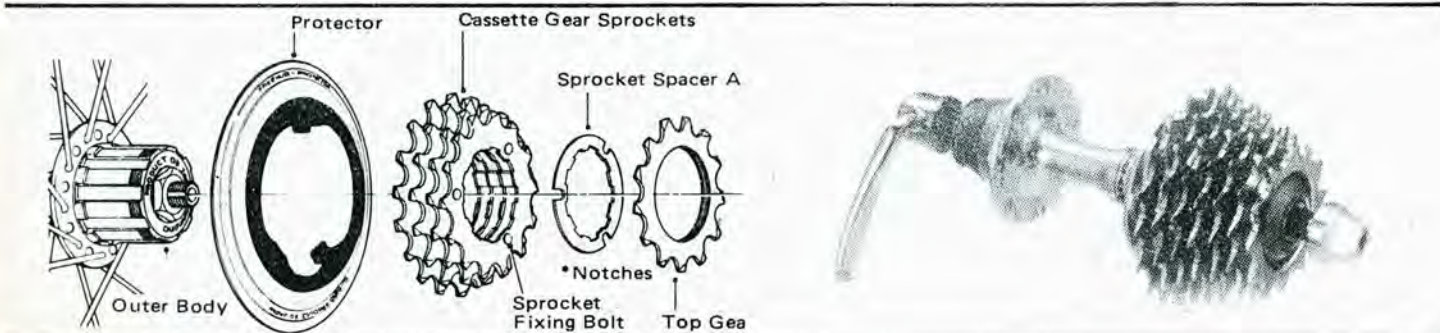
Building up your own freewheel can be a satisfying activity but only attempt this if you have the right information on spacings and sprocket fit. The Winner system has two threaded sizes and one splined size and up to 8 spacer sizes. An experienced dealer with a sprocket service board can do this job for you in much less time, and this person will best be able to judge whether your sprocket sizes will work.

To remove sprockets from a freewheel body or in the case of the Shimano Freehub — to remove the cassette from the hub — you will need a chain whip tool (this handy tool actually looks like a whip). The length of chain is wrapped around the sprockets to be unscrewed while the steel bar 'handle' is used as a lever to loosen the cog. This can be done with the freewheel mounted on the wheel or mounted separately in a freewheel vice.

SunTour also make a wide range of standard freewheels (Perfect and the Gold Pro-Compe). These are a common feature of Japanese bikes and are easily obtained. Replacement of sprockets and custom building is not a possibility with this series.

A new addition to the SunTour range is the 14-38 AG (Alpine Gearing) freewheel. This freewheel is designed for use with the extra long-arm AG

Below: An exploded view of the Shimano Freehub system and an example of the fully assembled unit.



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derailleur. Fitting the AG freewheel and derailleur is a relatively cheap way of converting a high geared bike (42 - 52 chainwheels) into a touring machine.

The lightweight SunTour Microlite freewheel is a newcomer in the field previously solely occupied by Zeus. This freewheel is available in six and seven speed (Ultra spacings) models and in close step racing ratios (13-18, 13-24 and 12-18, 12-14). The Microlite freewheel has its own special freewheel remover. It uses a new designed body made of super duralumin alloy material. Only the bearings clutch cone and races are Chrome moly steel.

Freewheel Removers

There is no standardization of freewheel remover types, so when you choose your freewheel and purchase a remover tool you are stuck with it from then on. The brand name alone is no indication of the remover type. Some brands, Shimano is a classic example, have at least three types of freewheel removing systems. The freehub arrangement doesn't use a conventional remover tool: you have to use a chain whip instead. Some shops will even trade your freewheel removing tools when changing from one brand to another. This depends on the condition of the original tool in most cases.

Always use the removing tool with the axle nut or skewer over the top to hold it in position. Removers have a tendency to jump out when pressure is applied. The resultant damage could ruin your tool, freewheel and chances of getting a stubborn freewheel off the hub at all.

Common Problems

Why do tourers carry a freewheel tool in their kit? The answer usually is because of broken spokes. In order to thread a new spoke into the freewheel side flange, the freewheel must be removed.

Freewheel mechanical problems sometimes occur. The most common is the freewheel 'coming apart' syndrome. This usually happens when the freewheel gets very dirty (usually after a period of rain combined with dirt roads). The grit catches in the bearings and eventually the cone works loose resulting in a loss of ball bearings from the mechanism. There are a lot of ball bearings in a freewheel body and once some fall out the resultant space created means that the others also disappear.

The bearings are only used when freewheeling as the ratchet pawls are engaged while pedalling. This means that even with the balls removed it is still possible to pedal. The noise however is frightening. Don't expect the

The SunTour six speed
Ultra freewheel
13 - 32 ratios for
touring.



mechanism to hold up for very long after any period of 'bearingless' usage. Quite often the problem is that the freewheel cone was not completely tightened when it emerged from the factory. Before using a new freewheel it is always best to get your dealer to check this.

As discussed in the chains article last issue the most common pro-

blem is the unevenness of sprocket tooth wear. You should always start a new freewheel with a new chain. Excessively worn chains will quickly wear out good freewheel sprockets. Replace your worn chain before it reaches the end of its working life and you should minimise problems. The chain rotation idea mentioned last issue is an excellent way of maximizing freewheel sprocket life.

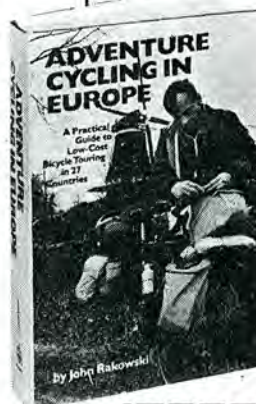
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For NSW Cyclists it's Back to the Bridge

Storm clouds gather as riders approach the Bridge. From the film *Push On* by Pat Fiske and Lee Chittick. Available for hire through the Filmmakers Co-op.



The Sydney Harbour Bridge is a symbol of much of what was right with Sydney in the earlier part of this century. In its present form it is a symbol of much of what is wrong with Sydney's traffic situation.

On August 1, 1975 Sydney cyclists and public transport advocates staged a massive ride across the bridge to call for an improvement in Sydney's transport planning. Many will remember the scene as thousands of cars, routinely backed up for miles in morning peak hour traffic, being passed by hundreds of cyclists and pedalling unhindered towards a waiting barrier of blue uniformed police at the city end.

Regardless of what happened on the day the event proved to be a turning point for Sydney's cycling scene, and soon after, the Bicycle Institute of NSW was formed to effectively lobby the then NSW Liberal Government for improved cyclists facilities.

The whole bicycle transport mess took on a more optimistic future with the election of the Wran Labor Government which commenced a series of initiatives that have lasted until the present time.

In a period of great uncertainty and rising unemployment the need for bicycle planning initiatives should be greater now than ever, but as 1983 begins the NSW Labor Government's best laid plans are in disarray. NSW lags even further behind Victoria in planning progress. To examine what has gone wrong *Freewheeling* asked BINSW and BIV Foundation member Alan Parker to file this report.

There is something very rotten going on in the State of N.S.W., so rotten in fact that this writer can smell it in Melbourne.

My sensitive nose has picked up the

fact that five years after the start of the Newcastle bikeplan, one third of a million dollars is to be spent on bicycle projects in N.S.W. Think about it — about 1.5% of all vehicle trips in

N.S.W. are made by bicycle yet only .02% or one five thousandth of the transport budget is going to cyclists. Who is trying to kid whom about doing things for cyclists.

Of all the transport projects, bicycle projects are the most cost effective and in this time of high unemployment have a very high direct labour content so why then are cyclists not getting their fair share of the transport cake. The answer to that is simple — the government is choosing to do virtually nothing and cyclists are sitting back and letting it happen.

The Need for a Ginger Group

At least in 1975 the act of taking over the bridge made cyclists visible to the politicians. Those same daring cyclists, cunningly contrived to establish the Bicycle Institute of N.S.W. to talk quietly to the government. At the foundation meeting of the Bicycle Institute of N.S.W. (BINSW) I was the guest speaker, it was suggested to me that the Cyclist Action Group could be disbanded. I was against that idea and suggested that a "ginger group" would be needed again if the government started to ignore B.I.N.S.W. I now believe the time has come for a new ginger group to take the streets, the time has come to go back to the bridge in even greater numbers, and tell the politicians in no uncertain terms that they are not doing enough for cyclists.

Inner Sydney Bikeplan not the Issue

Now what has this got to do with the Inner Sydney Bikeplan and the answer to that is simple — if there are no funds there will be nothing built. In addition to the \$130,000 a year needed for the next three years to implement this bikeplan, about \$½ million a year is needed for the Newcastle Bikeplan, and \$100,000 for the North Shore Bikeplan. Funds are also needed for a full time bicycle co-ordinator within the Ministry of Transport, who would service the N.S.W. State Bicycle Committee and as yet no start has been made on a Strategy plan for Metropolitan Sydney, which would take about three years to complete at a cost of \$150,000 a year, and \$30 million to implement.

At the time of writing, N.S.W. is nearly five years behind Victoria in making provision for cyclists and the Inner Sydney Bikeplan contributes little to fill in the gap between the N.S.W. Government propaganda about doing things for cyclists and solid achievement on the ground.

It would be easy to review the Inner City Bikeplan, in isolation from the overall needs of cyclists in metropolitan Sydney and if that was done

the impression given would be totally misleading. In broad terms, N.S.W. is a mess.

The Inner City Bikeplan, is a competent enough study that recommends improvements to the road system for cyclists in the suburbs of Leichhardt, Marrickville*, Woollahra, Waverley and Randwick. Like the other regional bikeplan for the suburbs of Willoughby, Lane Cove, North Sydney and Mosman, it is concerned with physical planning and recommends very little in the way of motorist or cyclist education, the enforcement of road laws or the encouragement of bicycle use. The Bicycle Institute of N.S.W. has some complaints about the recommendations of the Inner City Bikeplan, which merit attention. Both these regional bikeplans have their merits and demerits as physical plans and I could write a serious article about their respective virtues, however, I don't intend to do this because both of these plans are largely irrelevant to the major problems, confronting cyclists out there on the roads in metropolitan Sydney.

*Marrickville Council has since withdrawn from the scheme.

The Need for a Metropolitan Sydney Bikeplan

These so-called regional plans are no substitute for a metropolitan wide bikeplan that has behavioural programs designed to improve the on road relationship of cyclist and motorist and to actively encourage cycling, in addition, physical improvements to the road and few off-road bicycle paths. A few comparisons to the Melbourne scene will make the problem clear.

In Melbourne, a Metropolitan wide bicycle plan is two thirds complete and the other third will be complete by the end of 1983. The Melbourne Bikeplan as it is called is based on more practical approach to bicycle safety and although it is rather weak on proposals for encouraging bicycle use, it contains proposals for the education of motorists and cyclists and the enforcement of road laws.

In addition to the metropolitan wide bikeplan, there have been a dozen local bikeplans, that translate the overall Bikeplan recommendations into concrete on the ground proposals at local council level.

What is generally acted upon by Victorian bikeplanners but lip service paid to in N.S.W., is that no matter how many of the bicycle paths get built or alternative routes found on streets with better riding conditions, most cyclists will still be doing over half of their mileage on existing main roads in ten years time. These roads are getting more congested and the

most dangerous manoeuvre that the cyclist does on the road, the right hand turn, will become progressively more hazardous as road congestion increases. There are state wide educational and enforcement programs in the Melbourne Bikeplan and these are missing factors in N.S.W. From a safety point of view the thing that matters to cyclists in the long term is improving the behaviour of motorists towards cyclists and making the riding behaviour of cyclists more predictable to the motorist. The traffic mix of bikes and cars will always be with us and improving the quality of the bicycle/motorist relationship is really what it is all about. Everything else is icing on the cake—the cake is safety on roads, and a metropolitan wide Bikeplan is needed to spell out just how safety on the roads is to be achieved.

Lack of N.S.W. Bicycle Planning Policy.

Improvement to the road surface, lane marking, separate bicycle paths do make some contribution to the safety and convenience of cyclists, but even these physical improvements are often done incompetently.

No coherent Statewide bicycle policy exists and incompetently, conceived, designed and constructed bikeways have been built such as Warringah Bikeway. Hardly any N.S.W. children receive competent instruction on how to ride bicycles safely, bicycle laws are not enforced and many incompetent drivers who are a menace to cyclists are not being removed from the roads by the police. The Traffic Authority of N.S.W. is an utterly incompetent body that has no intention whatsoever of addressing these problems. What makes matters worse, is that despite the lack of government action, about 25% more people are cycling each year and the N.S.W. government has no overall bicycle policy that recognises the benefits of greater bicycle use. As far as funding is concerned, the Victorian Government spends three times as much on a per-capita basis and has done so for several years.

The Bicycle Institute of Victoria (BIV) is lobbying the Victorian Government to spend much more on bicycles and there is a need for N.S.W. cyclists to put some real pressure on the government. The Wran government is not taking any notice of the Bicycle Institute of N.S.W. and it needs to be made aware that behind B.I.N.S.W. there are tens of thousands of cyclists.

B.I.N.S.W. was set up to Lobby for a Metropolitan Bikeplan

What is not realised by N.S.W. cyclists was that the Bicycle Institute of

N.S.W. was set up with express purpose of getting a metropolitan wide Sydney Bikeplan. At the Bicycle Exhibition in the Paddington Town Hall in March 1978, a decision was made by the Bicycle Institute of N.S.W. to support the Newcastle Bikeplan as a means of gaining government support for a Metropolitan Sydney Bikeplan.

Representatives of the Newcastle Cycleways Movements, the Bicycle Institute's of N.S.W. and Victoria, and the planners involved in the Geelong Bikeplan reached a consensus about what needed to be done in N.S.W. It was agreed that the Newcastle Bikeplan was supposed to do for N.S.W. what the Geelong Bikeplan did for Victoria, which is to provide a Bikeplan for Newcastle and to provide planning guidelines for the rest of the State on the broader issues.

The Newcastle Bikeplan was to be N.S.W.'s own bike planning experiment that would then enable a plan to be prepared for Sydney, like that now being completed in Melbourne.

So far Newcastle has been planned and proposals made for a network of routes and bicycle paths, which will cost about \$4 million to put into effect over five years but there is little prospect of this happening. Meanwhile, the \$2 million (1982 prices) will have been spent in Geelong at the end of 1983.

For those of us involved in persuading the N.S.W. government to have the Newcastle Bikeplan, the idea was to go beyond what was done in Geelong and to make further progress, that was understood by all parties when the plan was first proposed and it was understood by all parties when the plan was first proposed and it was reasonable to expect Mr. Wran's bureaucrats to do a little better than what was done in Victoria.

The Newcastle Bikeplan, thanks to the input of the Newcastle Cycleways Movement, did go beyond what was done in Geelong and it did break new ground, however, in one important respect it failed. Because of pressure from the NSW Traffic Authority it did not recommend that a Sydney Metropolitan Bikeplan be prepared, nor did it make sensible proposals for organising bicycle planning in NSW. The Geelong Bikeplan had such sensible recommendations, the question is why did the Traffic Authority refuse to even consider such recommendations? Why did they treat cycling representatives like so much garbage.

In Victoria, the State Bicycle Committee now has a neutral and independent Chairman, with direct access to the Minister for Transport. In NSW, the Chairman is a civil servant, who controls the inner committee of

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three that makes all the real decisions behind the scenes. The Victorian State Bicycle Committee has a similar inner committee, however, the Bicycle Institute of Victoria has a member on it, and finds it easy to see the Minister for Transport at least twice a year and have frank discussions, about the matters cyclists and the public servants disagree about. This is not to say that the BIV does not have problems it does, however that is another story.

NSW does not have a proper State Bicycle Committee

In NSW the position of bicycle co-ordinator is required, but at present in the wrong department. The co-ordinator should be responsible to the chairman of the State Bicycle Committee, not just a tool of the NSW Traffic Authority which has always taken a narrow and sectional view of bicycle planning. The NSW State Bicycle Committee should have the power and the staff to co-ordinate bicycle planning and implementation programs and until such time as it has its own full time co-ordinator, the piecemeal and haphazard development of bicycle plans will continue to take place.

What is needed is a proper plan for the development of cycling on NSW. The preparation of a Metropolitan wide Sydney Bikeplan can and should be the means of deciding how best to do this. The Ministry of Transport needs to take over the bicycle planning function and do it properly. If Transport Minister Cox can't do this, cyclists should demand that Wran replaced him with a Minister that will.

The need to take over the Bridge

In the current economic climate the NSW government is highly unlikely to do what needs to be done, unless there is a massive show of pedal power, of the kind only seen once before in Australia on the Sydney Harbour Bridge in 1975. What is happening in NSW has gone beyond negotiation, the people with the power are not listening to B.I.N.S.W.'s polite noises nor are they going to unless they see the simmering discontent in the form of symbolic demonstration of power. To wake the power brokers up, direct action is needed.

The Cyclist Action Group that organised the first blockage of the Sydney Harbour Bridge needs to be revived as a ginger group that can make rude noises at government and put the hatchet into incompetent government departments. BINSW is the body to negotiate with government after the cyclist shock troops have knocked it into the thick skulls of the politicians that cyclists matter and they will be taken into account.

One for the Road

Councils Critical of Adelaide Bikeplan

In an extraordinary move, local councils in the western suburbs of Adelaide have criticized the results obtained in a \$200,000 bike plan study recently completed (*Freewheeling 15*) for their areas.

One council has voted to tell the consultant that it is not impressed with the work presented and called on the consultant to review the study for its region and correct a number of inaccuracies.

The major criticism levelled at the study was that it did not produce a detailed engineering plan as promised by the previous Transport Minister Michael Wilson when he announced the project.

The principal bicycle advocate group the Cyclist Protection Association of SA (CPASA) has also called the plan disappointing and further suggests that the plan shows a definite lack of vision.

The plan and the related cyclist route maps fall down by only offering a statement of the existing road situation. The councils are upset because it makes very few detailed recommendations regarding road improvements.

In attacking the plan the councils have also displayed a degree of outdated thinking. Some still see cyclists as only riding on separate paths. In many cases there is insufficient space or money to do this.

One of the things most lacking is any indication of an alternate network of safe cycling routes using existing lightly trafficked streets. If this had been done then perhaps the councils would have more easily grasped the concepts of current cycleway planning which follows ideas developed in Geelong, Victoria. This plan recognized that cyclists want to use any street which takes them to their destination without having to use heavily trafficked arterial roads.

The outcome of the Bikeplan will have to wait until the new year and now that there is a new government and Minister there may be an even greater delay before someone can sort out the mess.

The biggest danger for Adelaide cyclists is that the mess will not be sorted out and cycle planning will be discredited in the eyes of the councils and the new government.

Public Exhibition of the Bikeplan has been further delayed to 31st

January 1983. Watch this space for further details.



Pedairjet

Have the English taken leave of their senses?

Not exactly. The officer perched in our picture couldn't resist the thrills of minimal powered 'motorcycling' because the thing bolted beneath the officer's posterior is not a loudspeaker but a turbo fan jet!

Before your minds boggle too much, we had better explain that the machine is a Pedair jet, and it is intended as a deadly serious means of transport.

The bottles strapped to the frame are not for refreshment but contain rechargeable dry cell batteries with a built in 12V charge unit.

They are hooked to a simple fan and operated by an extra lever on the handle bars to provide more than an hour of power.

According to inventor Barry Deacon, that's enough to push a nine stone rider along at just under 20km/h on the flat.

The Pedair jet and other electric vehicles do not need to be registered, taxed or insured — and that means no helmet, license or age restrictions.

On the road it works in an interesting manner: acceleration is gentle and it requires pedal assistance to cruise into a slight headwind. In still conditions the fan alone can waft the bike along quite gracefully.

Barry is hoping to find a company who can market the idea in kit form to

be bolted to the back of a standard bike for under £200 (\$400). That must be the cheapest turbo conversion around.

Cyclist Accommodation Directory Moves

Subscribers to the Australian Cyclists Accommodation should note that the list has a new honorary publisher. Rosemary Smith who started the Directory has departed for Europe and will be living there for an indefinite period. She has passed publication of the list on to John Barrett. A notice for the Directory appears elsewhere in this issue with notification of John's address.

Two American tourers look well pleased with their nights stay courtesy of the Accommodation Guide.



Bikeplanning Creates Jobs

With the Australian economy presently taking a nose dive, bicycle advocates in Victoria are trying to get their state government interested in using the Bikeplan projects presently underway and on the drawing boards as employment generating projects.

In a submission to the Victorian Transport Inquiry the Bicycle Institute of Victoria is arguing that as bikeway construction is very labour intensive compared to arterial road construction there should be a special Bikeway Construction Team set up as a job creation programme to undertake this work.

One for the road

Already the Newcastle and Lake Macquarie Councils are considering this as a way to fund the Newcastle Area Bike Plan. The BIV sees the opportunity for the Melbourne Bikeplan to be speeded up as a result of such job creating programmes.

'The important thing to note' says BIV Research Director Alan Parker, 'is that cycle related road improvements benefit all road users.' Under current bike planning methodology streets are improved to assist cyclists while only special 'link-ups' are constructed as separate facilities.

As Alan Parker also points out the time for such undertakings is now as there is a direct co-relation between unemployment and bicycle use.

In Britain at the moment where the unemployment rate is much worse, an active campaign is underway to encourage unemployed people to ride their bikes and search for work that way. With bicycle usage in this country below 20% (compared to 60% in the UK) we will have to wait a long time to see such a thing happening here? With unemployment rising very rapidly we may just see the day.

Human Powered Vehicles

The recently formed Australian Human Powered Vehicle Association has kicked off with its first newsletter which carries the unfortunate title *Manpower*. The Association continues to receive generous support from the Victorian Gas and Fuel Corporation.

Office bearers of the new association are Ian Gray — President, Neville Hugh — Secretary and Ian Christie — Competition Organizer.

Interest in the concept of human powered vehicles is growing world wide and the current world speed record holder is the Vector at a speed of 91.31 km/h. Tandem Vectors have reached a speed of 100.67 km/h.

Interested persons can join the AHPVA for an annual fee of \$10 and all enquiries should be directed to Mr Ian Grey, Energy Information Centre, 139 Flinders St, Melbourne Vic. Telephone: (03) 63 1195.

World's Largest Tour

If you thought the *Freewheeling* Sydney to the Gong Tour was a blast then have a look at the picture on this page. More than 17,000 bikers participated in New York City's famous Five Boro Bike Tour, the largest event of its type ever staged.

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Riders on the tour — sponsored by American Youth Hostels and Citibank — were issued with safety vests and followed a 58 km route through each of the city's five boroughs. Excellent weather contributed to the higher than expected turnout — 30% over the previous year.

The first ever *Freewheeling* readers' survey conducted between April and June last year

has turned up some interesting and useful results.

The survey was conducted on a voluntary basis with two bicycle helmets being offered as an incentive to participants. The winners of the helmets were Ms Gloria Dalla Valle of Fairy Meadow NSW and Ms Margaret Flaherty of Parkside SA.

Of the total number of forms submitted almost all were filled out in detail. There was an unusually large number of write in type questions and

these were answered the most. Some people even attempted to give more information and proceeded to fill up all available space with their comments.

The survey was primarily intended to guide *Freewheeling* editorial policy as well as give some idea of the kind of person currently reading the magazine.

Of those who responded a high proportion were subscribers (60.4%). Considering the number of subscribers registered at the time of the survey and the number of subscribers who responded the sample represents 17% of total subscriber readership. As such, it represents the views of the most enthusiastic readers of the magazine. The survey was undertaken at a time when the editorial policies of the magazine were under review and since then many new features and topics have been introduced into the content 'mix'.

Fortunately it seems the decisions which have been made have been roughly in accordance with the preferences of the respondent readers.

Content Preference

Readers were asked to rank content topics in order of preference. Seventeen subjects were offered covering the broad spectrum of cycling interest. Due to the structure of this question many did not rank the full range in order of preference. Two additional write in questions were added to confirm the results of the first multiple choice question.

As could be expected, touring related topics rated highest with product review/equipment survey receiving a high preferential rating. Grouping similar topics together the results are as follows.

Letter, News, Planning, Politics	16%
New Products, Equipment	
Surveys, Test	28%
Touring, General/Overseas/ Guides	39.75%
Book Reviews	2.9%
Industry Reports	2.0%
Bike Racing	1.0%
Historical	4.8%
BMX	0.01%
Other and No response	5.54%

Of the replies to the written questions the following topics were added: Maintenance (7.6%); City Cycling (4.5%); New bicycle Surveys (3%).

To the question relating to content topics best left out of *Freewheeling* most either made no response (34%) or said that content was okay as it was (44%). Only minor suggestions were

made with the exception of the 5.5% who didn't like politics being included in the magazine along with Historical articles (4%) Environmental (3%) and Planning articles (2.5%).

Readership Details

Seventy two percent of the respondents said they have been reading the magazine over a year. The rest were either newer readers who had just obtained a copy (6%), had been reading for a few months (10.6%), or up to a year (10.4%).

As mentioned previously most (60.4%) are regular subscribers, 21.8% obtain their copy from newsagents, 10.8% from bike shops and the rest (7%) from other sources (mostly from friends — presumably borrowed).

Most copies of magazines are passed around to friends. *Freewheeling* is no exception. Single copies read by two persons represent 36% of total, three people 22.5%, 4 people 5% and 5 people and more 12%. Copies of *Freewheeling* read by only one reader represent 23.9% of total.

Of those who responded, the large proportion are avid readers. The

majority (73.6%) read cover to cover while 24.4% only read certain articles. The remaining 2% did not respond. A similar proportion of readers (76.7%) would recommend the magazine to other people. The remainder 23.3% either would not (reasons given varied from no one else they knew was interested in cycling to didn't think to tell others) or did not respond.

Bicycle Usage and Touring

Of all the survey sections these two produced the most interesting results.

Virtually all the respondents (98.4%) owned at least one bicycle. Of those 49.2% were single bike owners while 28.9% had two bicycles, and 20.4% owned three or more. (1.5% gave no response, representing the 1.6% who said they didn't own a machine in the first question).

The cost of their bicycles varied with few (5%) owning bicycles purchased for under \$100. The largest group was the over \$500 price bracket (29.4%) followed by the \$200 to \$300 group (22.8%), \$300-\$400 (16.5%), \$400-\$500 (13.7%) and \$100-\$200 (10.6%).

Headlights for bikes!

IKU have developed a special Halogen lamp for the low voltage of a bicycle dynamo.

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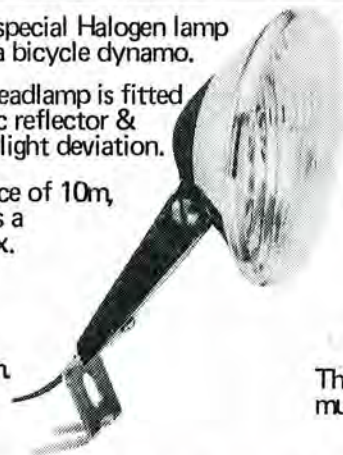
Easy to replace existing lamp.

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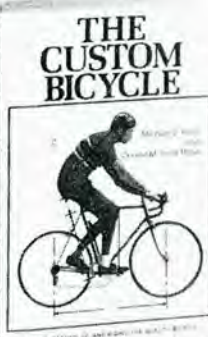
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One for the Road

Surprisingly only 29.4% insured their machines.

As expected in a country where most of the population lives in urban areas the principal use for their bicycle(s) was commuting (32%) or local transport (19.6%). Other primary uses were Touring (16.6%), Sport (4.2%), Fitness (10%), Recreation (16.2%).

It was in the category of secondary use that the touring interest became apparent. The combined touring/recreation use amounted to 43.2% followed by Commuting/local transport 32.8%, Fitness 20% and Sport 3%.

Surprisingly as many as 20.3% of respondents had never been touring. The rest are regulars (79.2%) who mostly camp out (49.7%). The lower proportion of tourers who use fixed accommodation (12.2%) or camp out as well (16.2%) indicates that the trend established in most other countries towards mostly fixed accommodation touring has only just begun in this country. The figures also reflect the greater ease in camping in this country compared to overseas.

The greater majority of tourers (72.6%) own their own equipment, few of them borrow (2%).

Touring, it seems, is a very easy activity to do on your own or with friends. In the question, 'who do you usually tour with?' the following results were produced.

Q 4d With who do you usually tour?

Club	14.7%
Friends	39.6%
School Group	2.0%
Individual	34.6%
Family	6.6%
Other	2.0%
No response	0.5%

Of the question of frequency 26.9% said they toured at least twice a year, 19.2% only once, 16.6% three times and 16.9% four or more times. The remaining 20.4% represents the respondents who do not tour or who did not reply to this question.

The Freewheeling Reader

Given all of the results which have emerged from this survey it is interesting to look more closely at this 'typical' reader.

The majority of respondents were in the under 30 age bracket. The groupings are as follows: Under 20 years, 11.6%; 21-25 years, 17.8%;

26-30 years, 11.1%; 41-50 years, 12.2%; and over 50 years, 4%.

A sizable proportion of the respondents were men (81.7%). It will be interesting to note if the 13.2% response rate from women readers increases with our next survey.

The employment data produced some interesting results with the unemployment rate roughly reflecting the 8% national average at the time of the survey. (The 18.2% unemployed figure obtained in the Freewheeling survey can be further reduced by the 12.7% student figure given in the occupation section).

Occupations stated were heavily in the professions and teaching. The break up is as follows:

Q 5e What is your usual occupation?

Student	12.7%
Teacher/Public Servant	15.2%
Professional	24.8%
Clerical	9.1%
Business/Commerce	4.0%
Trade	10.1%
Medical	5.0%
Unskilled	6.6%
Retired	1.0%
Other	3.5%
No response	8.0%

As to be expected, given the above occupations, the income earning ability of most was over \$15,000 per annum.

In cases above where percentages given do not add up to 100%, the shortfall represents the no response category.

Conclusion

Above all it is clear that the large number of people participating in this the first of our readers' surveys, depend on Freewheeling for information and encouragement in the activity of bicycling. Some findings have already been put into effect and we hope readers who responded to the survey will be encouraged to help us once more when the next survey appears.

The results indicate a strong support for the magazine from subscribers (now well over the 1000 mark) and though most are residents of NSW, SA or Victoria the recent addition of Queensland, Tasmania and West Australia to our newsagent distribution should mean that the next survey later this year will produce an even more penetrating result.

The worlds best bike books come from Freewheeling MAIL ORDER

What's NEW



Four books from the editors of **Bicycling (USA)** magazine

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A step by step guide to using the bicycle as an exercise and fitness tool. Written by two medical doctors who are also expert cyclists, *Get Fit with Bicycling* brings you sound medical advice on training schedules, nutrition, weight control, coping with injuries, gearing your components and frame to fit your physique and more.

It's all written to help you make your cycling safe, painless, enjoyable way to stay fit for a lifetime.

Paperback 91 pp. Bicycling Books.

Bicycling and Photography

This is the first photographic how to book devoted to the particular equipment and technical skills demanded by cycling.

Contains detailed advice on camera and film selection, proper use of lenses, day and night time photography, using strobes and exposure meters, panning and more.

Written in clear, readable and non-technical style by professional sports photographers *Bicycling and Photography* has nearly 60 photographs with detailed explanations of technique and perspective. Makes bicycling photography a 'snap'.

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Reconditioning the Bicycle

Want to upgrade your present bike? Here's the book that shows you how to overhaul, recondition and customize your bicycle yourself.

Written by a veteran cycle mechanic, *Reconditioning the Bicycle* 'strips' the bicycle down to the bare frame and starts from scratch.

Learn the best ways to lighten your bike, build new wheels, replace cranksets, fittings, new chains, and change derailleur and pedals and much more. Easy to follow instructions are aided with over 20 photos and illustrations. Paperback 80 pp Bicycling Books.

Basic Riding Techniques

Sharpen your cycling skills and efficiency with *Basic Riding Techniques* — the book that brings you the fundamentals of bicycle handling; proper pedal cadence, basic gear shifting, using the clips, how to handle uphill and downhill grades, using drop handle bars, how to balance or 'stand up' in the saddle and more.

You'll also find tips on cycling in the rain, commuting in traffic, avoiding wheel accidents and handling your bike in the midst of a pack of other riders.

Paperback 92 pp. Bicycling Books.

Melbourne Bike Tours

by Anna Erban

This little book contains twenty easy-to-do-yourself tours in and around Melbourne. The book is spiral bound in a clear plastic map wallet and includes tour descriptions, maps and in some cases elevation diagrams. The tours cover an area from Newport/Altona in the west to Lilydale and the Dandenongs in the east to Frankston in the South up to Whittlesea in the north. The ideal guide to relieve the problem of where to go on a not-so-hot summer day.

State Bicycle Committee of Victoria 82 pp. Softcover (includes plastic map case).

Cycling — Fitness on Wheels

by John Wilcockson.

The author, who was cycling corres-

pondent to the *Sunday Times* (UK) gives practical advice on purchasing a bike, shows how to plan a cycling fitness programme and provides information on what clothing and other equipment you will need.

This practical book gives good advice on the many facets of cycling and includes an interesting A to Z appendix of problems and preventive action.

Paperback 96 pp Worlds Work Ltd.

Around Town Cycling by Donald Pruden

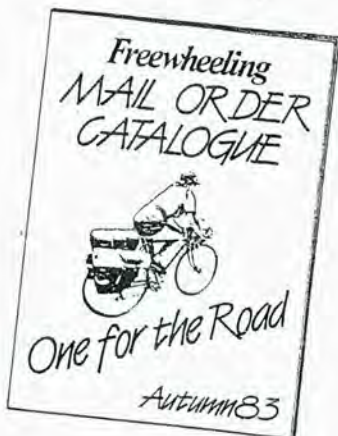
This enjoyable little book has been around for some years and has enjoyed a steady popularity. It has probably encouraged many people to take up cycling in their own locality, a thing previously unheard of in the USA of the late nineteen seventies.

Pruden is a high school teacher and the many anecdotes he uses perhaps relate to his teaching style. Also of interest is his value check list for choosing a bike. This gives the beginner some guide to why the cost of some bicycles is different even if they 'look' the same. In all a worthy introduction to the world of city commuter riding.

Paperback 109 pp World Books.

The International Cycling Guide 1982
Stocks of this popular book have completely sold out and, as the 1983 Guide is on the way, no new stocks of the 1982 edition are available. Customers who have ordered the '82 guide have been notified by mail and will receive the '83 edition in place if they agree to this. Otherwise, a refund will be made. Details and order form for the 1983 guide are expected to be released in the next issue of *Freewheeling*.

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The Second Two Wheel Travel —
Bicycle Camping and Touring
Peter Tobey — Editor.

SPECIAL CLEARANCE OFFER

This book is now available to Freewheeling readers at a special price. The book itself has been around for some

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years now and came out of the heady world that was the US cycling scene prior to the successful 1976 Bike-centennial.

In spite of its age the book contains much useful information and in terms of its popularity the only thing against it is its unwieldy physical size 270 x 370 mm (the size of a small newspaper). It's 192 pages are packed with background and source information on the 'art' of bicycle touring.

The section on women's saddles was well ahead of current thinking at the time it was written and is still a standard reference for women looking for more information on the cause of their saddle problems.

Though the equipment reviews seem dated the reasoning behind the selections made still holds true today. Written by people actively caught up in the world of bike touring, a worthwhile addition to the complete cyclist's library.

Paperback Large format 192 pp.



Venomous Creatures of Australia

by Dr Struan K. Sutherland

This book is a must for anyone venturing into the Australian outdoors. Written by the eminent scientist who developed the first successful anti-venom for the dreaded Sydney Funnel web spider, this book is an accurate reference to 60 of the most venomous creatures lurking in the bush. Each description contains photographs, most in full colour, a map on where the creature is to be found in Australia plus a description and suggested first aid action. An invaluable reference. All the more reason why you should have your copy with you when you venture out on your next bush adventure. Don't forget, information is power.

Oxford University Press 127 pp.
Paperback.

Tee-shirts

Freewheeling Sydney to the Gong Tee
Shirts in sizes 10, 12, 14, 16 and 18

are now available through the mail order section. The shirts are cotton/polyester fabric in sky blue colour (the 1982 colour) with the ride logo printed in dark blue ink on front of shirt.

Shirts cost \$6.00 each plus \$1.00 post and packing per order.

We have had numerous enquiries for pink shirts. This was the colour chosen for ride organisers. Unfortunately, we do not have any of these shirts for sale.

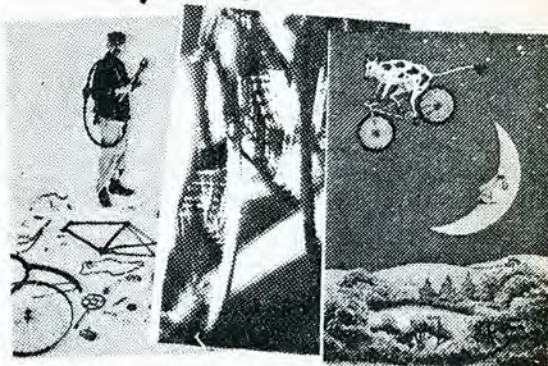
Tee shirts in a special Freewheeling 'One for the Road' design (two colours) on Pink, Bone, White or Sky Blue. Shirts will be available through Mail



One for the Road

Order from late February. The shirts are made from quality cotton/polyester fabric with raglan sleeve and come in sizes 10, 12, 14, 16, 18 and 20. Cost \$7.50 each plus \$1.00 postage and packing per order.

Cyclegrams



Cyclegrams — The greeting/note cards with bicycle themes.

Now at last you can spread your biking interests around with these attractive cards each depicting a bicycle theme. Some exhibit a good sense of humour and all are well executed in colour or handsome Black and White. Choose from over 16 designs. Each card is unprinted inside for your message or greeting and comes complete with envelope.

Freewheeling

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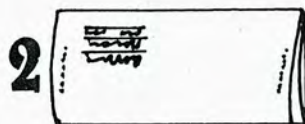
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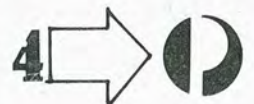
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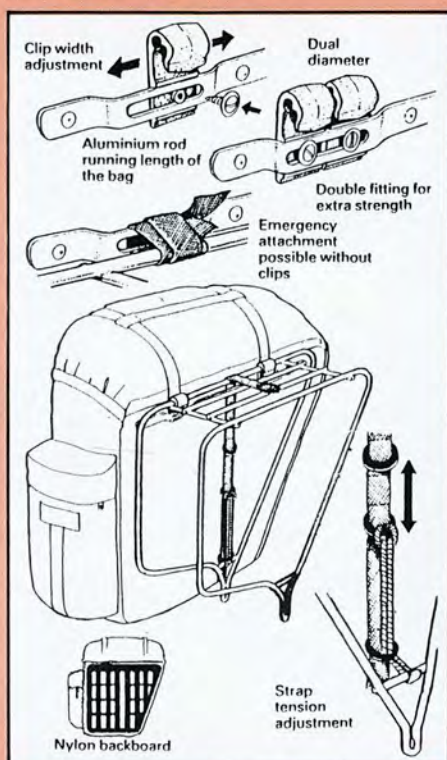
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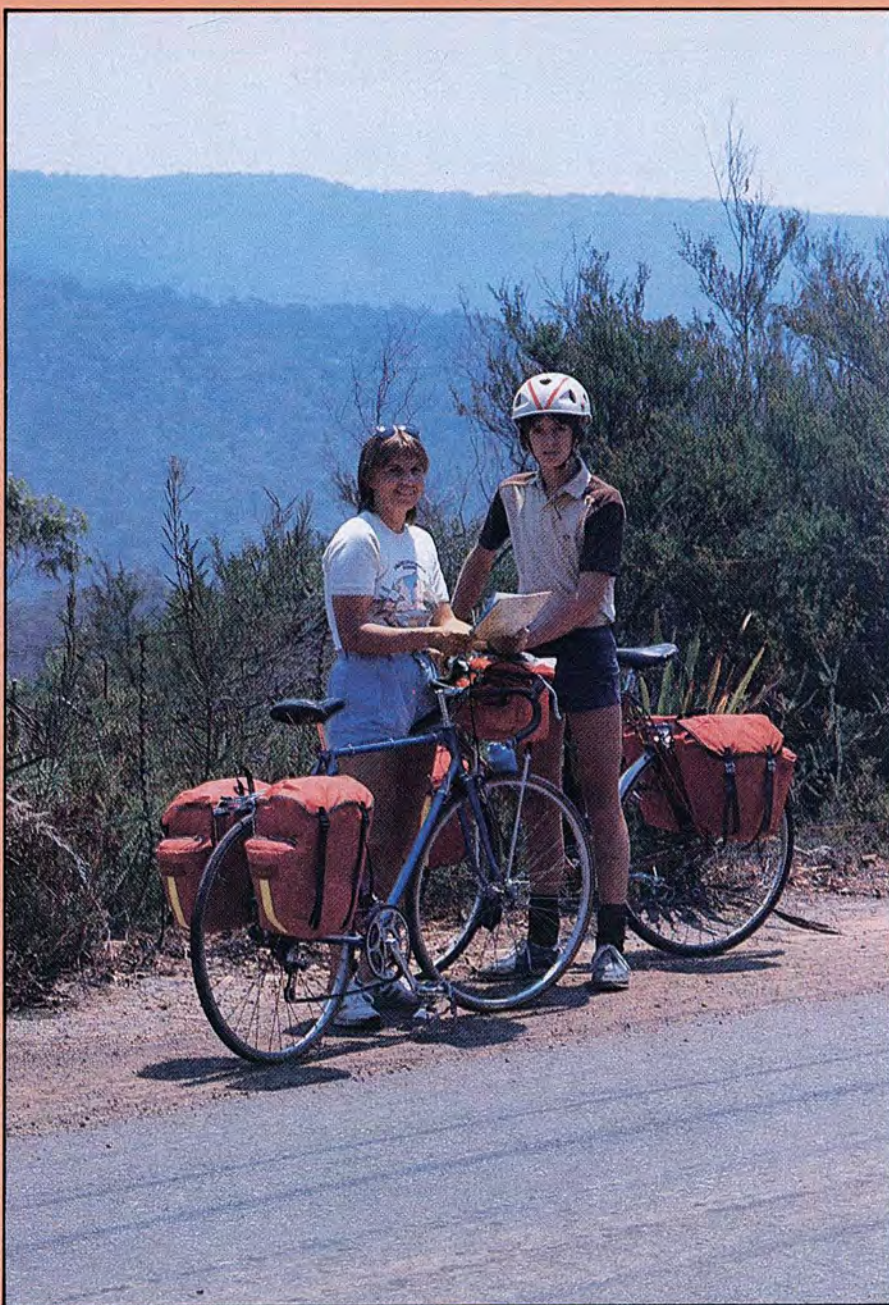
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